

FALL 2021

Indian[®]

MOTORCYCLE

YOUR CHOICE / YOUR RIDE / YOUR MAGAZINE



NEW IN 2022

A PRINCELY
CHIEF

SHOPPING

154,2 MPH
FOR A CHIEF

CREATE
A LEGEND :
WIN A CHIEF
ART BIKE



Mike heading to Sturgis, South Dakota, on a 2021 Indian Challenger.

The Chance to Connect

I had an epic road trip this summer.

It came about after I heard that a group of riders—including Carey Hart, Big B, and others—were riding from Seattle to the Sturgis Rally®, and I had to be a part of it. I couldn't do the whole trip, but I met up with them in Bozeman, Montana.

In case you need me to tell you this, the country out there is beautiful. Montana, Wyoming, South Dakota—it's all incredible. I'll be talking about the Beartooth Pass along 212 for years to come. We spent the days riding and the evenings resting up, eating, talking, and grabbing a couple of barstool in whatever small-town establishments we found. I gained new friends, had a bunch of laughs, and left with more than a few stories. It was

one of those trips that you can't help but enjoy. It makes you re-realise what riding is all about.

The pandemic has made the last couple of years a journey for all of us. That's why it was so good to see owners again when we did get to the rally. I've missed seeing that passion face-to-face, and I was grateful for the opportunity to talk and ride with so many of you.

Every rider I met reminded me of the way that Indian Motorcycle is a lifestyle. It's a means of self-expression, and when a group of people can't find a bike that expresses who they are, we want to know. The Indian Chief is a great example of that. We heard what folks wanted, and we made it. And it won't stop with the Indian

Chief. If there are other bikes you wish we made or features you wish we offered, we want to know.

Here in Minnesota, the season is changing. It's almost winter and we're taking advantage to make the last rides before putting the bikes away for a few months. No matter the season, though, our commitment is the same: We are working hard to build motorcycles for our owners—and to ensure that, no matter where you ride, if you're on an Indian Motorcycle, it'll be the ride of your life.

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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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Indian Ticino Ride 2021



The third edition of this Indian Motorcycle owners meeting was once again held in the superb scenery of this Swiss border region with Italy at the foot of the St. Gotthard massif and its no less famous road pass of the same name at 2107 metres, it's very popular with motorcyclists in the summer.



Here the roads alternate between valleys, lakes, twists and turns and the many passes with their superb viewpoints providing great moments.

The initiative for this annual event was taken by the IMRG South Gotthard and its President Augusto Marchi, who managed to gather 165 Indians, i.e. 220 participants including passengers. Twenty-two IMRGs were represented from all over Switzerland, but also from France, Belgium, the Czech Republic, Germany and Italy, giving an international dimension to this meeting as well as being the largest gathering in Switzerland. This year, the meeting point at the foot of the Gotthard led the participants to Lugano, a beautiful city on the edge of a lake surrounded by mountains, located in the centre of the canton of Ticino (Italian-speaking region of Switzer-

land). After a walk to the top of Mount San Salvatore by the historic funicular, everyone met at the Vetta restaurant on the waterfront for a great evening with a table full of specialities and an excellent country band. The next day a panoramic walk was organised for which a magnificent convoy of Indian Motorcycle had formed from Lugano to follow the Ceresio lake. The troops then headed up Monte San Giorgio (a UNESCO site) to the panoramic restaurant of the Hotel Serpiano, which has a large terrace offering a breathtaking view of the lake. The setting of this much appreciated lunch marked the end of these IMRG meetings and the time for souvenir photos and hugs before everyone took to the road again. Congratulations to the IMRG South Gotthard, which was created in 2017, for the

perfect organisation and success of this third edition, which brought together a record number of participants in Switzerland. The organising team is already looking ahead to 2022 with the aim of taking the number of Indian Motorcycle at this event up a notch and attracting IMRGs from even further afield on 3 & 4 September.





See You at Budweis

THE IRF IS BACK IN 2022 ON THE WEEKEND OF 10-12 JUNE 2022, AFTER HAVING BEEN UNFORTUNATELY POSTPONED FOR TWO SUCCESSIVE YEARS.

Indian Motorcycle will be present with a range of models to test during these 3 days.



Located near the historic centre of Budweis, the capital of South Bohemia in the Czech Republic, IRF22 will bring together bikers from all over Europe and beyond to enjoy an exciting weekend of riding on the excellent roads and beautiful scenery of the region. With participants coming from over 30 countries, the IRF22, organised by IMRG First Czech headed by Jean-Marie Guyon, will be an international event where riders will come to share their passion around their favourite brand, regardless of language or cultural background. Thanks to the fleet of demonstration models present on site, they will also be able to live a new experience on a model of their choice.

IRF22 Program:

- Indian Motorcycle test rides
- Exhibition of customized Indian Motorcycle models
- A customised Indian Chieftain Limited to be won
- Legendary 25 km parade
- Routes prepared by Sat-Nav to discover the area around Budweis
- Exhibitors' village
- Live stage with announcements in English, German, French and Czech
- Technical assistance on site
- Camping in the Chillvillage
- Secure parking and free shuttle bus
- Catering and food truck with cashless transaction



Indian Motorcycle Custom Show

As part of the festival, Indian Motorcycle customisers and dealers are invited to showcase their finest custom Indian Motorcycle and celebrate

the brand's design versatility and rich history. The competition will showcase the talents of up-and-coming and experienced customisers. All participating bikes entered in one of six categories will be displayed in the Indian Motorcycle Village, where a panel of judges will evaluate them. A prize will also be awarded for the overall "Best in Show" winner.

- Indian Scout / Bobber
- 23" Bagger
- 2022 Indian Chief
- Indian Thunderstroke 111 - 116
- Indian FTR Flat Track Style Scrambler
- Custom paint / Airbrush Master

All details on IRF22 on the English, German, French and Czech websites, Contact: info@indianridersfest.eu



Registration here >



GIVE THE GIFT OF INDIAN MOTORCYCLE

With our new line of T-shirts, sweaters, bags, and more, you're bound to find the perfect gift for everyone on your list. Shop now at indianmotorcycle.com/en-us/shop/apparel/owners-collection.



UNISEX UGLY SWEATER

Your exhaust isn't quiet, so why should your holiday sweater be? This 100% acrylic sweater is lightweight, warm, and soft, with a distinctive Indian Motorcycle headdress graphic knit into the middle. Start a conversation without saying a word.



DARK HORSE CAN GLASS

Riding and drinking don't mix, but when you finish your ride, the right glass means your Indian Motorcycle experience doesn't have to end.

RIDERS TOTE BAG IN BLACK

Even a grocery store run is an opportunity to show people your allegiance. This 11" x 15.4" tote is 100% cotton for durability.



METAL PANEL SCOUT

Celebrate an icon with this metal sign. 40 cm by 30 cm.

INDIAN MOTORCYCLE CANDLE

This 8-ounce wax candle provides a relaxing scent, but in a design that won't look out of place in your garage. And when it's gone, use the tin to hold bolts or spare change.



▼ **DARK HORSE METAL SIGN**

A T-shirt shows your pride, but it's subject to laundry day. This sign lets you rep your favorite bike on your wall every day of the year.



▼ **BOTTLE OPENER**

Easily open your favourite drinks with this Indian Motorcycle bottle opener. Headdress design, silver finish.



▲ **MEN'S SCOUT PERFORMANCE HAT**

This 100% polyester hat wicks sweat away while subtly letting people know where your loyalties are.



▲ **LEATHER PASSPORT HOLDER**

This elegant leather passport holder keeps the important things safe—and your favorite motorcycle company apparent. There are four slots for your cards, a pocket for your cash, and a slide to hold your passport.



▲ **HOLIDAY STOCKING**

Tight schedule or not, even Santa will have to pause to appreciate these 100% acrylic stockings. Ho ho horsepower.

▲ **RIDERS KEY RING**

That old rabbit's foot you're using just doesn't have the same swagger.

▲ **DARK HORSE BANDANA**

Like any great tool, a bandana is versatile. Use this soft and breathable 100% cotton cloth to keep your hair back, wipe the sweat off your brow, or clean the grit off your hands.



▲ **INDIAN MOTORCYCLE HOLIDAY MUG**

Whether you've been naughty or nice, you deserve a mug that lets others know your favorite mode of transportation.



“I WANT TO SHOW WOMEN THAT ANYONE CAN RIDE, THAT THERE IS NO REASON TO BE INTIMIDATED. THERE ARE SO MANY OPPORTUNITIES AND ADVENTURES YOU CAN GO ON IF YOU JUST FIND THE COURAGE TO GET ON TWO WHEELS.”

— Jen Willey, Las Vegas. Physical therapist and 2018 Scout rider

Retro open-face helmet in white, retro open-face helmet bubble visor in yellow, women's lace-up boot in black.



Headress logo hat in gray.

“THE QUALITY OF THE BIKES PUSHES IT OVER FOR ME. IF YOUR STUFF IS RELIABLE, THAT PUTS YOU AT THE TOP OF MY LIST.”

— Elvis Escobar, Houston. Photographer and 2016 Scout rider



WEAR WHAT YOU RIDE

“AS A KID, I WAS ALWAYS A FAN OF INDIAN MOTORCYCLE. THEY WERE THE COOLER ONES, THE FASTER ONES, THE BETTER ONES. THEY JUST HAD THAT EXTRA BADASS THING ABOUT THEM. AND THE BRAND HAS EVOLVED. THEY BROUGHT THAT INTO THE FUTURE.”

—Jonathan Randolph, San Antonio. Commercial construction superintendent and 2020 Indian Challenger Dark Horse rider



Men's Dark Horse cap in black, men's Circle Icon Logo tee in white.



Women's Charlotte casual jacket in black, women's Dark Horse tee, women's lace-up boot in black.

“IT DOESN'T MATTER WHO YOU ARE OR WHERE YOU'RE FROM, IT'S INSTANT FRIENDSHIP AND CAMARADERIE WHEN YOU MEET ANOTHER INDIAN MOTORCYCLE RIDER. IT IS MORE THAN RIDING, IT IS MORE THAN THE LOGO ON THE BIKE. IT BECOMES FAMILY.”

—Hannah Laine, Salt Lake City. Health and finance industry professional and 2014 Chief Vintage rider



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.



▲ **KEITH - UK, SCOUT**

I discovered motorcycling as I turned 50, some 8 years ago. My first real bike was an American import Suzuki Volusia. I loved it! Unfortunately, I got pulled-out on by someone on the North Circular Rd. on the way to work one morning. Two broken wrists and the end of the Suzuki! I wasn't deterred. Next up was a lovely little Royal Enfield Bullet 500, which I lovingly customised. Although a lovely bike, it wasn't quite up to the daily commute of 60 miles each way. Where could I find a modern, beefy bike with the classic looks I most cherish? I read that Royal Enfields were once re-badged as Indians in the US, so I had a look. I instantly fell in love with the Scout 60 and snapped one up. A little bit of sympathetic customisation later and it's by far my favourite bike ever, in both looks and performance.

WHY WE RIDE



◀ **PATRICK - SHEFFIELD - UK, FTR 1200 S**

I fell in love all over again, not only did she look sexy but little did I know I was in for one Hell of a ride.



◀ **KEITH - IMRG MCO PRESIDENT - UK, ROADMASTER**

It all started last year when I booked a surprise trip to Scotland for the wife's (Sam) Birthday in February, then came lockdown due to Covid. We were offered to rebook for a later date and with an idea coming from the better looking one, "let's spend a week travelling up and around Scotland for our Anniversary on the bike", (Roadmaster). Well I didn't need to be asked twice. So a route being all A roads (OK, about 20 miles in the M6) Day 1. Manchester-Moffat. Day 2. Moffat-Fort Augustus. Day 3. Fort Augustus-Aberdeen. Day 4. Aberdeen-Edinburgh 2 night stay and our 15th Wedding anniversary. Now this is where it got a little interesting, for Sam. I wanted to give Sam a wonderful surprise, now what can we do in Scotland, hmmm. I know, we'll renew our vows, but without letting Sam know. This took some doing and everything planned, even having a couple of guests to witness the event, Pete and Ann from our IMRG MCO Riders group. Our anniversary day came and off for breakfast with a detour for me telling Sam to seat herself I'll be there in a moment and I was, with the surprise all written down in a book where she learnt over breakfast along with all the other guests in the hotel that the following day we would be diverting for an extra day via Gretna Green for a night away, but, I needed to know if she would renew her vows with me. Thankfully I must be doing something right as she said yes. The day was awesome, coming into the ceremony to Black Stone Cherry and You, a Hand Tying ceremony with the exchange of vows from each other and it was off for a few photos, with a couple of Roadmasters. Now the important part, the roads we travelled. Oh my. The Braemar to Bridge of Cally through Glenshee A93. So good was it, Sam was whooping with joy asking if we could do it again. The road from Moffat (& back) A701, stunning. Glen Coe. A939 from near Grantown on Spey to Ballata... I could go on & on and the weather Gods were on our side all trip. The bike was a dream, not one niggle, fully loaded and I mean fully loaded and it just battered the hills. So what was initially a disappointment with the cancellation earlier in the year, turned into the best road trip we've had.

▶ **STEVE - GLASGOW - UK, CHIEFTAIN**

Hebridean Way. I took a late season Moto Camp trip to the Outer Hebrides starting in the Isle of Lewis then riding south (including a couple of ferry crossings), ending up in the Isle of Harris. Stunning scenery, culture and history all the way. The big Chieftain handled the single track roads with ease.



▶ **TOM - GELEEN - NETHERLANDS, SCOUT BOBBER**

I am Tom living in Geleen, The Netherlands with my wife and two children. After riding a Ducati M900 for a few years, I found out that this was not my type of bike. Since 2019 I am the proud owner of this Indian Scout Bobber "deep brass smoke". After a single test ride at the dealer, I knew it had to be this one. The feeling of a rebel with infinite freedom when accelerating! I am a nice/good weather rider "dry, sunny and min. 15°C" and I love company. The trips vary from through the local hilly landscape and towards Belgium and Germany. I hope to be able to ride it for many more miles, Greetings from the Netherlands!!

▼ **ROB - NEWQUAY - UK, SCOUT BOBBER**

Summer lovin'. I purchased my Indian Scout 20 this spring and have had a summer loving my bike and the Cornish weather. The roads have been busier than ever but evening times here in the south west have been stunning. Cruising the North Cornish Coast Roads enjoying sunsets and warm winds.



▼ **ISMAIL - BECKENHAM - UK, SCOUT BOBBER**

I initially walked into the shop to look at a completely different brand of motorcycle. As I walked in I looked to my left and there it was! The most gorgeous bike I have ever seen. It was love at first sight. Then a few days later I end up riding out on my bike. I love my Indian!

▼ **KEVIN - WIRRAL - UK, CHIEF CLASSIC**

The first day I picked my Indian Chief up I was on Grandad duty. My Granddaughter poppy aged 5 Rocking it.



▼ **CENK - GORINCHEM - THE NETHERLANDS, SCOUT**

Before leaving Rotterdam, an old man walked up to me and we started talking about 'Indian', the brand. I asked him if he still rode and he told me that he was too old and had trouble with walking. I told him to get on the bike and to sit on it. He couldn't be happier and so I said that if I made him happy with these pictures, then I too am happy. Afterwards he got emotional and told me that I had just made a new friend. This is what Indian stands for me making life time friends and enjoying the ride of the bike.

WHY

WE

RIDE



▼ **JOE - ESSEX - UK, ROADMASTER**

My beautiful Indian Roadmaster. Fully loaded from Krazy horse, welling, when I saw it I wanted it, big, relaxing and enjoyable. Joe

▲ **STEPHEN - HULL - UK, SCOUT**

My first visit to an Indian dealer and saw the Indian Scout I had to have her, what a fantastic bike. I have covered just over 300 miles, I just love riding the bike. Thank you Indian Motorcycle, you have built a fantastic bike.



▲ **IAN - NARBERTH - UK, SCOUT**

Coming up to Christmas 2018, the rumour wagon started circling with the story that Thunder Road Motorcycles in Bridgend was taking on the Indian franchise! I was so excited at this news! There had never been a Welsh Indian dealership before! And Thunder Road is also the name of one of Bruce Springsteen's greatest songs! This was fate! Thunder Road is only a mile or two from my daughter's house in Bridgend so a couple of months before I flew to the US to do Route 66 we went to test drive and, let's face it, purchase a brand new Indian Scout. I had in my head that I wanted a traditional paint job with the two tone mint green/cream combination with the Indian head decal on the tank. After the test ride I got back to find my grandson had fallen in love with a beautiful blue Indian Scout with a chrome badge on the tank and loads of shiny chrome and a comfortable, brown leather seat on the shop floor. That is the one I bought. I now own the first, Welsh Indian Scout Motorcycle. What a great machine, with a great story.



◀ **PATRICK SCUNTHORPE UK, SPINGFIELD**

My Springfield basking in 30° of sunshine in the Yorkshire Dales here in the UK.

ART-BIKE COMPETITION



Thus it comes to life in a high resolution 3D animation, allowing voters of the competition to visualize perfectly the final part reproduced on the fuel tank of the Indian Chief Dark Horse model.

Residents of participating European Countries who vote for the winning artist will go forward into a lucky prize draw for a chance to win an Indian Motorcycle Chief Art-Bike adorned in the top ranked design.

The reproduction of the top-ranked design onto a Indian Chief Dark Horse will be performed by the Crazy Horse workshop in England. Crazy Horse is an award-winning customizer whose reputation has crossed the borders. Also Indian Motorcycle dealer, Crazy Horse will know how to perfectly realise this machine and combine the unique work with the purity of its line.

CREATE A LEGEND

THE ART OF TATTOO



More information about the "Indian Motorcycle X No Regrets" contest, please visit:



Indian Motorcycle has joined forces with international tattoo studio No Regrets to launch a unique design competition: "Create A Legend".

Some of the world's finest tattoo artists have been engaged in a unique design exercise to create stunning paintwork for the Indian Motorcycle Chief.

For the first time in the world of tattooing, an elite group of tattoo artists practiced their creativity on a motorbike to dress and embellish the fluid lines of the new Indian Chief Dark Horse. All of the pieces that were submitted are remarkable and offer a plurality of incredible expressions; All of them have been gathered and submitted to a huge online vote:

imc-x-nr.indianmotorcycle.media
The work of each artist has been meticulously digitized to be modelled.



TH American Flat Track
Championship crown
for Jared Mees,
5th manufacturer title for Indian Motorcycle
and the FTR (2017, 2018, 2019, 2020, 2021)!



The extraordinary history of the FTR since its birth has continued unbelievably in 2021. The various riders on their FTRs crushed the competition by winning all the races of the 16 events. Indian Motorbike took the top 4 spots in the final 2021 standings and had 8 machines in the top 10.

Jared Mees added up the records in Flat Track where each race is extremely contested. He won 7 of the 16 events, preceding the 2019 and 2020 champion Briar Bauman who was unfortunately injured during the final stage. Jared fought through the pain after a knee operation in the middle of the season costing him valuable points in the standings but he continued to train hard and finished the season by winning five of the last seven races. With 60 career wins, seven crowns and multiple crowns and multiple records, Jared Mees is just two titles away from matching Scottie Parker's record of nine championships.

"First and foremost, we wish Sammy and Briar a speedy recovery from their accident at this last event. It's an unfortunate way to end the season, but we know these guys are warriors and will be back stronger than ever," said Gary Gray, Vice President Racing, Service & Technology. *"We also want send a huge*

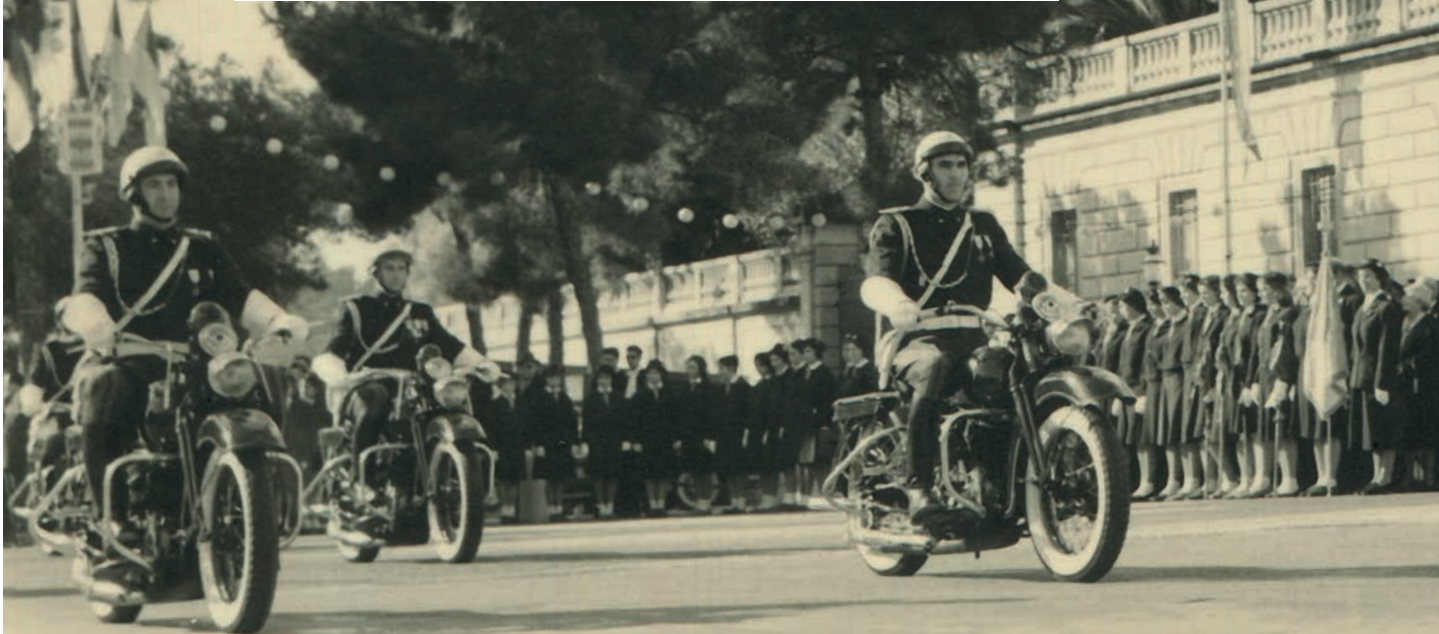
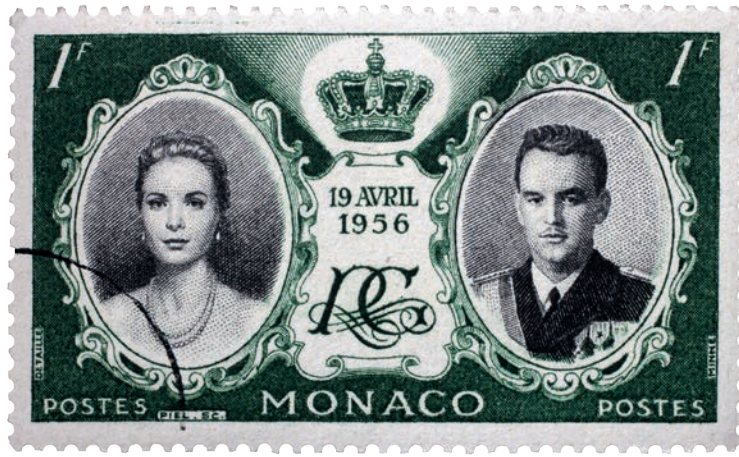
congratulations to Davis Fisher and his team, as they put in incredible work and truly deserve this victory. We also cannot say enough about Jared Mees – a true competitor in every sense of the word. Congrats on number seven, Jared."

Final standings of the 2021 American Flat Track Championship

- 1 Jared Mees** - 312 pts - Indian Motorcycle FTR750
- 2 Briar Bauman** - 297 pts - Indian Motorcycle FTR750
- 3 Brandon Robinson** - 250 pts - Indian Motorcycle FTR750
- 4 Jarod Vanderkooi** - 242 pts - Indian Motorcycle FTR750
- 5 JD Beach** - 221 pts - Yamaha MT07
- 6 Davis Fisher** - 202 pts - Indian Motorcycle FTR750
- 7 Brandon Price** - 183 pts - Indian Motorcycle FTR750
- 8 Kolby Carlile** - 169 - pts Yamaha MT07
- 9 Sammy Halbert** - 161 pts - Indian Motorcycle FTR750
- 10 Bronson Bauman** - 159 pts - Indian Motorcycle FTR750



Jared Mees (#9) battling with defending champion Briar Bauman (Nº1).



A PRINCELY CHIEF

By Charlie Lecach. Photos: C. Lecach and the archives of the Compagnie des Carabiniers du Prince.

Although unfamiliar to many, this 1948 Chief 1200 was without a doubt one of the most high-profile Indian Motorcycles in the world. On April 19, 1956, before the eyes of 30 million TV viewers, this motorbike led the wedding procession of Prince Rainier III of Monaco and Grace Kelly. And recently the bike made its way back to the Principality.

Three years after the Indian Motorcycle brand was launched in 1901, the forces of law and order became some of the first major customers to see the potential of its Springfield-made bikes. The New York Police Department put in an inaugural order for Indian Motorcycles with the Hendee Manufacturing Company on December 10, 1904. Impressed by their performance, the force purchased a second lot of these single cylinder motorbikes on April 22, 1905. The French, meanwhile, had to wait until the end of the First World War before their then-Prime Minister Georges Clémenceau equipped the Gendarmerie



Whether it is during the usual official parades or for the official escort of the royal wedding in 1956 (below left), it is always Second Lieutenant François Delaye who leads the way on his 1948 Indian Chief.



with sidecar motorbikes, left behind in France by the US armed forces. Here too, 64% of the bikes used by the US allies were Indian Motorcycle – more precisely, Powerplus 1000 cc models. At that time, Prince Albert I of Monaco had already been riding a bike made by British brand Humber for over 20 years, and would continue to do so until his death in 1922.

He had even undertaken the long ride from Monte Carlo to Paris on several occasions. So it was no surprise when, in early 1951, the young Prince Rainier III decided to add a motorcycle escort platoon to his corps of Carabiniers.

Unlike his illustrious great-grandfather Albert I, he chose to outfit the platoon with splendid American bikes instead of engines of English construction. So it was that on March 10, 1951, the French Army's Parc Régional du Matériel de Paris presented the Carabiniers with eleven 1943 Harley Davidson WLC 750s that had survived the Second World War. These bikes were quickly "civilianized", customized and repainted in midnight blue. However, Prince Rainier III kept aside a much more prestigious model for his platoon leader, sub-lieutenant François Delaye. On June 10, 1951, he personally bought a 1948 Indian Chief 1200 with the serial number CDH 6420. This bike was also given a



The emblem of the Prince's Carabiniers

new paint job and had the Prince's crowned monogram affixed to the tip of its front mudguard. In addition, all the motorbikes were fitted with electric sirens on top of their fork and given elegant tires with white sidewalls. In 1953 Prince Rainier III presented the motorcycle platoon with its pennant, which was attached to a support bar fixed to the Chief's handlebars by means of collars. As well as the usual ceremonies and official escorts, the Carabinieri motorcyclists took part in the procession for the now-legendary princely wedding on April 19, 1956. Thirty million TV viewers around the world watched as the Indian, with its generous bodywork, led the way with great elegance. This remarkable bike, which was followed by the smaller 750 cc models, also features in countless official photos, some of them published in the press at the time.

A wind of change began to sweep through the platoon on March 10, 1962, however, with the purchase of eight 500 cc BMWs. Slowly but surely, these German engines would come to replace the American bikes. According to the Carabinieri's record, the Indian with registration number 611 was sold alongside a large number of spare parts on August 16, 1966, to a Mr. Marchisio, who ran a butcher's shop in the town of Menton. Eventually a lack of space led him to part ways with his purchase in the late '60s, when he sold it on to Nice-based motorcycle mechanic Edmond Joly. For 30 years Joly left the Chief to weather and rust in his shop, where it was the envy of many a local who admired fine machines. Because despite its sorry state – its spotted chrome and oxidized

Whether it is a question of motorbikes or their riders, the Carabinieri corps is always ready for the inspection by Prince Rainier III.



The famous Indian 1200 Chief today, after some final touches in the workshop of the car collection of H.S.H. the Prince of Monaco.



aluminum, its midnight blue paintwork now dull and cracked – the Chief still held enormous charm. The leather on its big dual saddle was as dry as the rubber of its Goodyear tires.

Despite the countless offers he got for it, Joly obstinately refused to part with his Indian and finally, in the early 1990s, he set about restoring it for the first time, albeit in a slightly unorthodox manner. And so for a long time the Chief – now adorned with two-tone beige and gold paintwork and a handful of other questionable style choices and anachronisms – remained on display in the showroom of a Japanese motorbike concession the Joly family owned. This continued even after Edmond’s passing in 2009. However, three years later the bike returned to Monaco on loan to the Carabiniers’ barracks, to mark the motorcycle platoon’s 60th anniversary in 2012. There it remained on display for a year. As Prince Albert II wanted to buy back the Indian his father had purchased all those years ago, Edmond Joly’s heirs agreed to sell it to the Prince’s Palace. Here it was restored for a second time by Gilles Lumes, motorcycle technician in the Carabiniers’ workshop. Since the bike looked very dark in the archive photos, it was repainted black by the Palace bodywork shop instead of its earlier, period dark blue. It was in this guise that the former platoon leader’s motorcycle joined the museum that houses the Car Collection belonging to HSH Prince Albert II of Monaco. The motorbike seems almost an afterthought, propped up on its side stand and wedged in between a Chrysler Imperial and a 1950s Cadillac. Much to the chagrin of the Carabiniers, it is now lost to

their barracks, where it had been on display for a year and would have had pride of place within their Museum of the Princes of Monaco and Their Guards. Since they don’t have the real 1948 Indian Chief from the motorcycle platoon of old, a 1:10 reduced scale model is exhibited in a glass showcase – this time painted in the Carabiniers’ authentic shade of midnight blue!



Leaving the cathedral in 1960, François Delaye and his men await the princely couple to escort them to the Palace.

New in 2022

CRUISER, BAGGER AND TOURING, THE INDIAN MOTORBIKE RANGE IS GETTING STRONGER AND SHOWING ITS NEW COLOURS

The Indian Motorcycle 2022 range is divided into five categories, Scout, FTR, Cruiser, Bagger and Touring, and now includes 25 models equipped with the latest technology, including five A2 versions. New colours are introduced in each family as well as a number of new accessories.



*Roadmaster
Black Smoke*

*Bottom left:
Roadmaster
Polished Bronze*

The brand's big cubes are split between the 1890cc air-cooled twin-cylinder Thunderstroke 116 engine and the liquid-cooled 1768cc, 122hp PowerPlus engine found on the Challenger model.

Both the **Bagger and Touring** families receive new colours across the range, including Quartz Gray on the Chieftain Dark Horse and the all-new Indy Red and Black Metallic on the Challenger Dark Horse.

*All the colours
of Baggers
and Touring here*



Challenger Dark Horse Indy Red/Black Metallic

To complement and increase storage on long journeys, the Spirit Lake luggage line has been launched and includes a storage bag, a day bag and a touring bag. Each removable piece attaches securely to luggage racks, grab bars or the back of the passenger seat. A convenient shoulder strap is provided for transport when leaving the bike.

The Challenger 2022, as well as the 2020 and 2021 models, can also be fitted with rigid lower fairings for added protection. A PowerBand audio system or additional storage

compartments in these lower fairings can also be fitted.

The cruisers represented by the three models Chief Dark Horse, Chief Bobber Dark Horse and Super Chief Limited offer 3 distinct varieties of finishes and colours.

*All Cruiser
colours for
Cruisers here*



SCOUT. The brand's best seller, the three models are enriched with new colours: Silver Quartz Metallic on the Scout, Titanium Metallic on the Scout Bobber and Silver Quartz Smoke on the Scout Bobber Twenty, all of which support the signature of this iconic range.

Several new accessories such as the Syndicate Two-Up seat and Syndicate Low Profile passenger backrest, adjustable Piggyback rear shocks to smoked turn signals on the Bobber and the adaptable, high-powered Pathfinder LED headlight complete the catalogue to personalise each model.



*Scout Bobber
Alumina Jade Smoke*



*Explore the range
of available Scout
colours here*



*Scout Bobber Twenty
Silver Quartz Smoke*



*Springfield Dark Horse
Quartz Gray*



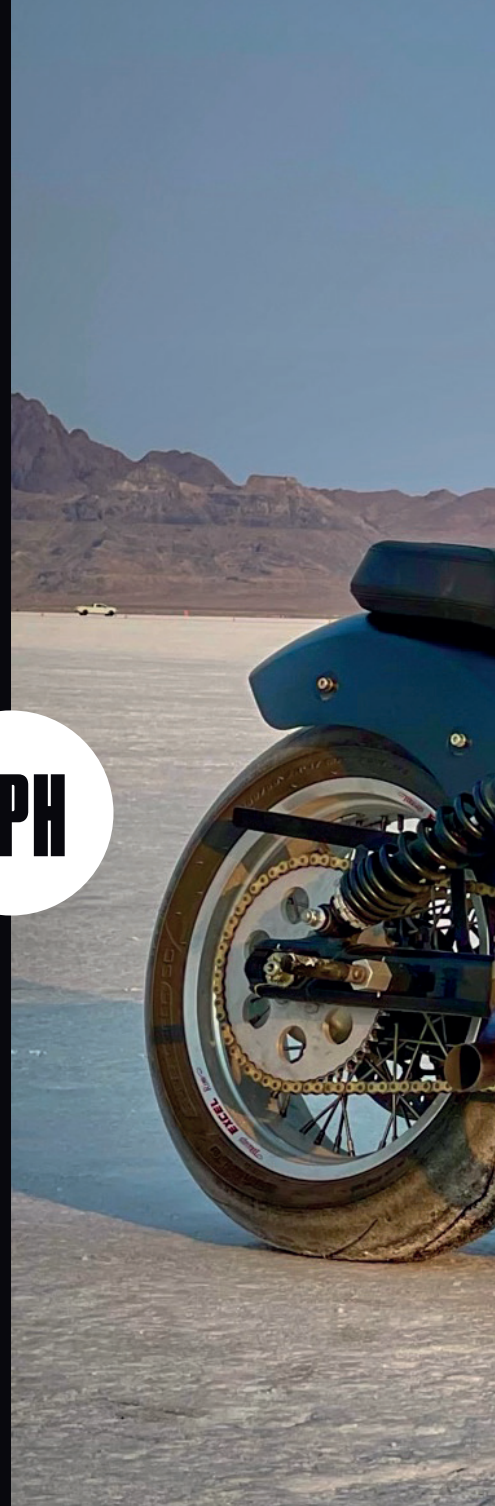
Chieftain Dark Horse Quartz Gray

Chief Limited Silver Quartz Metallic

154.2

MPH

This summer, a modified 2022 Chief Bobber broke two land speed records at the Bonneville Salt Flats.



The Spirit of Munro was built in 2017 to celebrate the 50th anniversary of Burt Munro's 1967 land speed record set in a Scout.

The nerve-wracking part of racing a bike on Utah's Bonneville Salt Flats isn't the fishtailing at 120 mph. It's less than a minute later when, after 2.25 miles of pinning the throttle, you have to slow back down. For Wayne Kolden, an Indian Motorcycle calibration engineer who rode a modified 2022 Chief Bobber 116 on the flats at Bonneville Speed Week in August, the big challenge in that last remaining mile was keeping the bike upright and aimed straight. At these speeds, even touching the front brake would be a disaster, so instead he came off the throttle, letting the engine braking slow him down before working his way back down through the gears. During the last bit of track, when he could clearly see the orange flag silhouetted against the white gray salt, he finally started thinking about gently touching the rear brake. But even that thought took second place to another: wondering whether or not he broke the record.



“Indian Motorcycle has quite a history in land speed racing,” says Kolden. And he knows more than most: In 2017, Kolden led the engineering team at Indian Motorcycle that built the Spirit of Munro, a bike made to celebrate the 50th Anniversary of Burt Munro’s 1967 land speed record set in a Scout—by breaking it. This summer’s race was the culmination of another project, one that started when Kolden first saw the new Chief. “It’s a natural for land speed racing, since it handles well, but it’s really powerful,” he says. “I started asking, ‘Why don’t we just take a stock 2022 Chief Bobber with a Stage 2 exhaust and fit it into one of the racing categories?’” When he consulted coworkers about what they’d have to do to get the bike ready, the answer was simple: not much. “We had to be boosted, so I put a turbocharger on. We needed some kind of streamlining feature, and adding a fairing was fairly easy.” That was basically it. The team changed the drivetrain from belt drive to chain-and-

sprocket to make it easier to service at the Salt Flats. Then they got to work—perfecting, tinkering, and adjusting. And in just a few months, they’d turned a street bike into a world-class speed machine.

They entered the bike in the 2000cc modified partial streamliner pushrod boosted gas category, then made a quick change to use the same bike in another class with less stringent fuel type restrictions, the 2000cc modified partial streamliner pushrod boosted fuel. And in both they broke records, hitting 152.471 mph with boosted gas and 154.209 with boosted fuel.

Even at these speeds, Kolden felt confident on the Chief: “It was super smooth, like driving down the interstate.” Which explains why he wants to try again. And this time he wants to go faster. This year’s speed week was just the start, he says. “We wanted to be in the 150s. That way we have room to move the record up.”



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