

2023

Indian[®]

MOTORCYCLE

YOUR CHOICE / YOUR RIDE / YOUR MAGAZINE



WHY WE RIDE

SHOPPING

270,000 KM ON THE CLOCK

ROADTRIP IN ICELAND

I WON THE FTR LOEB

GIRL POWER

CLUB STYLE

CHALLENGER RR





Active on all fronts

2023 and its seasons are flying by as fast as the miles you clock up on your bike!

Of course, we always encourage you to ride safe – but when it comes to our magazine, everyone at Indian Motorcycle is forging ahead at full speed. The needles are jumping into the red on the racetrack with our champions Tyler O’Hara and Jeremy McWilliams racing FTRs, once again dominating the Super Hooligan road race championship in the US. Jared Mees is also notching up victories on his FTR as quickly as laps, flat out in the American Flat Track championship with his eye on a ninth title in this category. We’re both delighted and proud to see how well the FTR is performing on and off-road –

and to see more and more of you riding one. Meanwhile when it comes to the big bikes, the output of the Challenger RR’s big PowerPlus engine blew away a select handful of journalists when they unleashed all its horses on the Anglesey circuit in the UK. And headed up by Gary Gray, our racing team has taken up the challenge of producing 29 replicas of the bike that won King of the Baggers in the US in 2022, for lovers of high-speed track racing everywhere. It’s a further demonstration of the excellent DNA that’s gone into the liquid-cooled PowerPlus engine fitted on Pursuit and Challenger models. Another noteworthy performance is that of the recently-launched Sport Chief. It’s made an acclaimed entry into the eye-catching

Club Style genre, becoming the new flagship model in the category. The level of equipment that comes as standard on this machine has surprised connoisseurs – and become a real source of inspiration for a whole host of choppers all over the world. Meeting our people in the many countries where Indian Motorcycle is circulated is an opportunity for me to realise just how many activities, events and meets have grown up under the Indian Motorcycle banner; hundreds of owners turn up at all of them, getting together and sharing their enthusiasm. All these events bear witness to the diversity and increasing influence of the Indian Motorcycle community, motivating our R&D and Design teams to get to work behind the scenes as they strive to expand their creative horizons still further. They’re pulling all the stops out to prepare the future – for your enjoyment, and for that of all those joining Indian Motorcycle day after day. Thanks for riding with us!

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Vice-President
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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.



@nomad_scout_10.6



@indianmotorcycles_girona



@angieray_



@vonmata



@ftrborderider



@mikeylez



@judilynnphotography

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



▲ **KEVIN - MALMÖ - SWEDEN, CHIEFTAIN ELITE**

The first edition of American Days took place in 2023 on Öland Island, Sweden, featuring four amazing days' worth of cars, trucks, bikes, rockabilly music and much more besides! I took along my 2019 Chieftain Limited Ruby Metallic and put it on show. This beautiful bike won first prize in the 'Best Motorcycle' category. I'd have loved my beloved late father to have been there to see me be presented with this wonderful trophy. I dedicated it to my dad, Mikael. He was the one who taught me that "in life, sometimes you win and sometimes you lose. What you can never do is give up".



◀ **VÉRONIQUE - VILLARD SUR DORON FRANCE, SCOUT BOBBER TWENTY**

Sharing a moment with friends above Roseland with my girl, riding the Route des Grandes Alpes... you can't get enough of this!

► **ÉRIC AND CHANTAL VELLERON - FRANCE, SPRINGFIELD**

Road Trip in Spain! We took to the road from the Basque Country where we live to cross Spain. We explored the bay of Cadiz, the 'white village' of Olvera, Ronda and Tossa del mar on our Springfield - and had a great time!





▲ **ROBERTO - SEIA - PORTUGAL, CHIEF SUPER LIMITED**

Why Indian Motorcycle, and why a Chief? – I’m 56 years old, a Brazilian now living in Portugal. Last year my only brother, who’s twelve years older than me, came to visit us for the first time in ten years. I told him I was planning to buy another, larger bike and perhaps pass it on to my son someday. On our way to the airport, I said that I was going to visit a few dealerships after I’d dropped him off, and he said, “Why don’t you buy an Indian Chief, like our dad had?” I almost pulled the car over right there: I’d completely forgotten that my dad had owned an Indian Chief; he’d told me that he’d sold it when I was very young, about 5. I suddenly had a flashback and asked my brother if it was a red one. Immediately, I remembered the Indian head-dress light on the fender (from the height of a little boy) and the smell of the engine; it was total recall. My brother confirmed these and many other details. I dropped off my brother at the airport and went straight to the Motostrada Indian Motorcycle dealership in Porto. Tynu and Alvaro gave us a very warm welcome. They were absolutely on the ball in terms of technology and specifications – just as well, since for me it was my first contact with the brand since my childhood. The end result is as you can see from the photos. Today, I’m proud to be reviving this tradition and preserving the memory of my late father with a brand that’s renowned for upholding exactly the same values. Now, I’ll be making a whole new set of memories with my son. I hope the tradition will endure through the generations – perhaps with the same bike! The end result is as you can see from the photos.

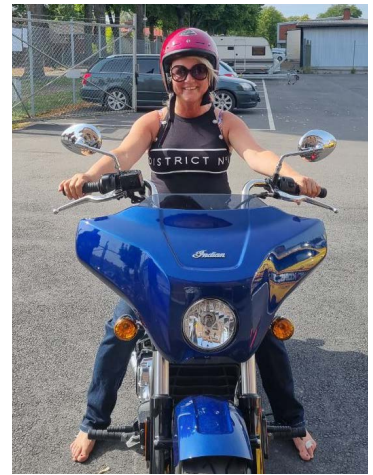


▲ **SAMIRA - DUBAI UAE, SCOUT BOBBER**

Hi, I just wanted to let you know that my Scout Bobber bike has helped me through a difficult time in my life. Last year, I had cancer. Riding my bike calmed me down and made me feel so free: it took my mind off the pain and everything else.

► **ANNELI - UDDEVALLA SWEDEN, SCOUT**

Hi everyone! I called up my youngest son and asked him if we should go and play a round of golf. I went off to fetch him that same morning. “Mum, that’s not the right way!” Somehow we seem to have taken a wrong turn, and find ourselves on our way to the motorcycle dealership. That’s where I bought my magnificent Indian Scout. My son drove the car home and I rode back on my bike.



▲ **TONY - THOR RIDERS IMRG - UK, CHIEFTAIN**

I’m just back from a 2500-mile road trip on my Chieftain Ltd. I started out from Roscoff in Brittany, heading to the French Alps, along the Route des Grandes Alpes and down into Nice. I then did a lap of the Monaco circuit three days before the Grand Prix! From there I went to the Pyrenees, crossing over from France into Spain where I ended up at Santander to take the ferry back. Special thanks to Indian Motorcycle in Montpellier for their quick adjustment to my drive belt so I could soon be on my way again - it’s a great dealership staffed by great people!



▲ **BIRGIT - HATTEN - GERMANY, CHIEF BOBBER DARK HORSE**

My big adventure involved riding from Lake Como in Italy along the legendary Grossglockner route on my Chief Bobber Darkhorse. I think it's the most beautiful bike!



▲ **MARKOS - PALLINI - GREECE, SCOUT**

Let the road be your guide and draw inspiration from the weather. Let the freedom of biking take you to places where there are no more borders and your spirit can fly free. In this unforgettable adventure, you'll discover all the fun of riding - and the strength and resilience that lies within you.



▲ **DOMINIQUE - SALON DE PROVENCE - FRANCE, ROADMASTER**

I completed a brilliant ride in June from Salon-de-Provence to Alsace. Travelling as two couples with a Roadmaster and a Chief, we experienced 2300km of pure enjoyment as we visited beautiful regions including the Alsace wine route, the Route des Crêtes ridge road and the Ballons des Vosges natural park, followed by the Jura and some impressive passes – plus a quick visit to Lausanne. We stayed dry the whole time until we were within 20km of home on the way back, when we were hit by an apocalyptic storm. We got safely back amid flooded roads and water up to our footrests! The bikes and their riders held up fine and we've got plenty of good memories of our trip to look back on.

◀ **DAVID - GRANADA - SPAIN, FTR RALLY**

My style? Planning a good itinerary along back roads with friends. There are always new places to discover, along with people looking for the same things as us - thank you Indian Motorcycle!

WHY WE RIDE



◀ **MARIO - ÁGUILAS
SPAIN, SCOUT BOBBER**

Sometimes life has great moments in store for us, and riding an Indian Scout Bobber is one of them. Enjoying the beauty of an Indian Motorcycle isn't really about ownership; it's more of a love affair. Ride well, ride free, and ride safe.



▶ **MARC - WUPPERTAL - GERMANY, CHIEFTAIN**

Hello to all at IMRG. During our Indian tour in May and June through Croatia and Montenegro, we rode through some absolutely beautiful countryside along some wonderfully winding roads. The two Chieftain Darkhorses, the Limited, the Chief Vintage and the Roadmaster Limited were all really easy to ride, even in the tightest corners. The bikes performed perfectly throughout our eight-day road trip. After such an amazing and unforgettable journey, we're already planning the next one for 2024 – riding Indian Motorcycles, of course!

▶ **PETER - BERLIN - GERMANY, CHIEF VINTAGE**

Hi everyone! It was love at first sight. What can I say? I'm living my dream. I never thought Indian Motorcycle would manage to bring this magnificent bike back to life again. I didn't even need to try it out. There was no way I was going to choose any other bike in any case. It was precisely the model I'd been looking for. I've been riding my bike for six and a half years now. And I'm as in love with it now as I was on day one!



◀ **JUANLU & LUISI
ARCHENA - SPAIN,
ROADMASTER**

It's the bike that's changed our lives. People are always looking for a more powerful, lighter, and faster model. But there comes a time in life when you find the bike that offers the most potential, brings you the most friends, and the most excitement at the prospect of meeting up with other IMRG folks. I bought a Roadmaster and I've had a lot of great times with it. It's a bike that's changed our lives.



GIRL POWER

For many years now, Indian Motorcycle has actively supported International Female Ride Day (IFRD), celebrated worldwide on the first Saturday in May.

This year, Indian Motorcycle chose the south of France to organise a four-day ride setting off from Toulouse and ending in Nice on the French Riviera on the day itself, May 6.

Jess, Caroline, Jasmine, Courtney, Deimante, Sophie and Malory came from the US, the UK, the Netherlands and elsewhere to meet up on a spring morning in front of the Indian Motorcycle dealership in Toulouse, where Chief, FTR and Scout bikes were waiting to take them on a four-day trip through the beautiful countryside of southern France. It was also an opportunity to soak up the wealth of culture in these regions – and enjoy some good food in select eating-places that trip organiser Sean had sought out beforehand.

All the participants were accomplished riders and all of them are highly active on social media. None of them knew each other previously, but they quickly hit it off together; the girls lost no time in getting to know each other as they checked out the dealership's clothing store! The weather promised to be ideal for a wonderful road trip.





Everyone (apart from Sophie, who lives in France) had to quickly come to grips with French driving habits, especially some drivers' rather relaxed interpretation of the Highway Code. The first stage saw the happy band ride towards the roads winding through the Montagne Noire range. The Chiefs, FTRs and Scouts changed hands several times as the miles (and photo-ops) clocked up. Gradually, the terrain levelled out, giving way to gentler roads with broad curves down into the city of Montpellier and the first stopover.

The next day saw a dramatic change in the landscape as they rode through the Camargue, a vast unspoilt region of the Rhone delta complete with salt marshes and wild horses. Then it was time to set course for Marseille, where the team stopped off at the historic port.

Days 3 and 4 offered yet another change of scenery, with the route following the coast of the brilliant blue Mediterranean Sea along superb roads passing through innumerable villages along the coast – not least Saint Tropez, dear to Brigitte Bardot. Our riders even pushed on as far as the Principality of Monaco,



with the coast road offering spectacular views. It was here that the stunning Grace Kelly married Prince Rainier and made her home.

150 other female bikers joined us for the last evening heralding the end of the road trip at the Indian Motorcycle dealership in Nice. The atmosphere was electric amid the sounds of DJ Grace's turntables as the partygoers celebrated International Female Ride Day, glass in hand.

THE CLUB

By Charlie Leach



In the highly exclusive world of American motorcycling, manufacturers' new models have often been influenced by street-level movements and bikers. Following on from baggers, bobbers and choppers, the latest trend is Club Style - and indeed, it's held sway for several years now.



In the years just after the war, members of one-per-center MCs frequently launched fashions that were then taken up by all those keen to imitate them.

Everyone's familiar with the pictures taken at Hollister on July 4th 1947 featuring bikes stripped down to the bare minimum, marking the birth of the bobbers. Then came the choppers with their long forks, diggers with stretched frames, cafe racers, trackers, and the more radical baggers. Almost every time, the brands adapted to demand, releasing their own, similar machines, albeit somewhat watered-down versions. Indeed, it was difficult to



STYLE TREND



make rides with forks one metre longer than standard (or with 32-inch front wheels) street legal all over the world. However, the Club Style trend has proved much less complicated in this respect. It emerged on the roads of America at around the same time as the TV series 'Sons of Anarchy'. This type of bike had been around for some time by then, but the broadcasting (and global success) of 'SOA' really popularised the fashion. Now, the target audience is broader and sometimes younger, including some from the worlds of surfing and skateboarding, but the focus is still on those who enjoy a sportier ride. Every detail of Club Style has its significance and purpose.

The narrow handlebars and the lack of any protrusions on either side of the bike make it easier for riders to pass between cars in city traffic, something that makes perfect sense to anyone who's ever experienced a traffic jam on a Los Angeles freeway in rush hour. The high shocks are designed to offer comfort to more senior club members in their fifties or older whose vertebrae have



THE CLUB STYLE TREND



endured their fair share of abuse on harder rides in their youth. For similar reasons, aficionados enjoy more protection from the wind by having a windshield fitted. Younger enthusiasts seek out these models because they provide the best possible suspension, while the front fairings make the bike more aerodynamic. They may range from simple bubble front-ends to 1980s police-style full fairings via the aftermarket quarter fairing style. The handlebars frequently rise above the top of the fitting in question. This may be by means of risers that are literally sky high, as can

be seen from the towering models now available in some catalogues. Alternatively, T-bars of various shapes and sizes can be fitted directly. Mods tend to focus on performance, so these bikes rarely have stock engines. This means the powertrain is usually adapted; two-in-one exhaust systems almost invariably accompany the trend, too, both to gain a few horsepower and to save weight. In general, the baseline equipment is a large V-twin, already packed with testosterone ex-works. Indian Motorcycle took its first timid steps in the Club Style look with its 1133cc Scout Rogue; more recently, it's been a lot more assertive with the 1890cc Sport Chief! This time round the manufacturer hasn't been shy about its main source of inspiration, for which this model is the perfect base. A few master builders had already had a go at this style based on brand new Chiefs, not least freestyle motocross star Carey Hart. Meanwhile Yaniv Evan from Powerplant Motorcycles in Los Angeles has just handed over his revised and improved Sport Chief to Hollywood actor Norman Reedus (*The Walking Dead*). Evan has paid tribute to several Club Style standards, the paint job being one of them. While some Club Stylers see black as being de rigueur (along with full face helmets), many others favour glitter, artwork, flames, candy finishes and other decorations running from the fairing to the rear mudguard. In the world of Club Style, performance and aesthetics go hand in hand.

HARD 9 ROGUE



It's hard to know where exactly to draw the line between Club Style and streetfighters, urban trackers, cafe racers and other types of high-performance customisation.

In his Hardnine Choppers shop, Swiss bike builder Danny Schneider offers us a highly distinctive version of the Scout Rogue, which keeps to a set of standards all its own. As a former professional freestyle motocross rider – and despite the name of his shop – Danny is more focused on performance than on long-fork choppers.



That could be done on any base – but in this case, the model is a vintage 1931 Indian Scout, the very bike that introduced him to the legendary brand in the first place. He began by stripping down the machine in his own fashion before transforming it into something worthy of the Wall of Death. The launch of the Indian FTR was a tipping point: Schneider became a firm fan of Indians;

in addition to the look, there was now the power of the engine, too. The same was true of the Scout Rogue, which he fell in love with right from its launch. The tweaks Danny made to the bike to suit his taste began with the suspension, fitting top-of-the-range Öhlins gear. The fork crowns were re-machined to accommodate inverted stanchions and topped with ProTaper handlebars that were slightly higher than the original. The standard small fairing was also adjusted to accommodate this new layout. Roland Sands, another Indian Motorcycle aficionado, supplied RSD Performance Tracker hubs, on which stock discs are held in place by Beringer calipers. And in another mod designed to lighten the machine, Danny Schneider replaced the pipes with a Jekyll & Hyde 2-in-1 exhaust: not only is this efficient, it also sounds great! With a paint job directly inspired by the Indian Challengers competing in King of the Baggers races, a saddle that provides good lower back support during acceleration and no front mudguard, this Scout Rogue is just as striking as the very best Club Style chops – in its own special way.

INDIAN FTR LOEB



There are only two FTR Loeb Indian bikes, devised and designed by the French shop Tank Machine. One of them actually belongs to Sébastien Loeb himself; the other has gone to the lucky winner of a contest organised last spring by Indian Motorcycle.



So what's the connection between Indian Motorcycle's FTR family and Sébastien Loeb? Well for one thing, both are real champions and made for racing!

Ever since their debuts in AMA flat track racing in the US in 2016, FTR 750 racers have won every national championship in an incredible series of victories. Much the same can be said of Sébastien Loeb, nine times world rally champion and also the holder of multiple titles in other categories and sports. Loeb had humble beginnings though, starting out on a moped. He could have become a professional motorcycle racer had he not ended up in the world of motor sport, and his career has never weakened his passion for two-wheelers with plenty of

character. So when Indian Motorcycle launched its FTR 1200 programme (inspired by its track racer) Sébastien inevitably fell for its charm – and its fiery temperament. As someone close to the brand, he went on to become one of Indian Motorcycles' official ambassadors in February 2022. Although Clément Molina's career has been very different, he too has a particular fondness for the bikes produced by America's leading manufacturer. Located in the Paris region, his Tank Machine shop specialises in modding Scouts, FTR 1200s and other Indian models. Not only has Clément developed a range of dedicated bolt-on parts; he also regularly chops stock bikes. The FTR Loeb's are one result of this. The first is on display in the champion's trophy room (when he's not burning up the rubber on it). The second was put up as a prize in an international draw organised over a period of three months by Indian Motorcycle and spanning a score of countries. Contestants simply had to visit a dealership to test ride an FTR 1200 and enter their names in a prize draw. Out of the 9,000 participants, the lucky winner was a Frenchman: Martin W. from Toulouse took possession of his prestigious prize during the Wheels and Waves festival in Biarritz last June. This FTR Loeb is distinguished by its carbon fibre cladding, partly painted blue and decorated with Loeb logos designed especially for the occasion. The figure 9 is a nod to the number of world championships won by Sébastien; a range of different machined and pared-down parts add a decidedly racing touch to the machine. Other mods that really make this FTR 1200 stand out include the solid rear wheel and reworked upholstery featuring red top-stitching.

We talked to Martin, the lucky winner of this FTR Loeb.

So you tried out the FTR, took part in the draw, and won! Congratulations! How old are you?
I'm 30 – a great age at which to be driving this type of bike.

Have you been riding long?
I've had my licence since 2015, but I haven't had my own bike lately, so this couldn't have come at a better time. What's more, I really like the roadster style, and the FTR Loeb definitely ticks all the boxes for me; it's a miracle!

How did you hear about the prize draw?
One of my mates at work mentioned it to me; I wasn't really very familiar with Indian bikes other than the big Chiefs. I said to myself 'why not go for a test ride', especially since I wanted to get myself a new bike in time for the summer.

What was the test ride like?
It felt great. I found the FTR to be flexible, agile, with plenty of acceleration obviously, and it handles really well on smaller roads.

Was the Sébastien Loeb name an important aspect for you?
He's an icon in rallying and motor sport, someone I've enjoyed following throughout his career. I've also worked in the world of motorsport as a race mechanic, so having the same bike as Sébastien Loeb really means something to me.

Will you be riding back from Wheels and Waves or trailering your bike?
I'll be riding from Biarritz to Toulouse, and definitely making the most of this maiden trip!



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T-SHIRTS, HATS, AND
ACCESSORIES LET YOU
REP YOUR FAVOURITE
MOTORCYCLE BRAND
EVEN WHEN YOU'RE
NOT ON YOUR BIKE.

LIVE IT AND
WEAR IT IN
YOUR DAILY
LIFE.



THE ESSENTIALS





4



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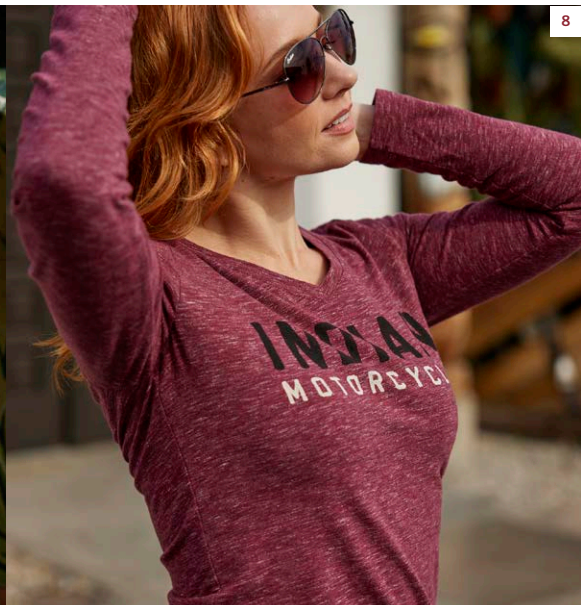


5

1. Men's Racing Graphic Tee, Blue. 100% cotton for comfort and durability. Large printed Indian Motorcycle graphic across the front and small block-type logo on the back. Reinforced tape collar with additional brandings ; 2. Men's U.S.A. Flag Hoodie, Navy. 70% cotton and 30% polyester brushback performance blend is soft and comfortable. Large embroidered script Indian Motorcycle logo on the front and large embroidered script "I" American flag logo on the back ; 3. Women's Icon Plaid Shirt, Red. 100% cotton for comfort and durability. Small embroidered script Indian Motorcycle logo on the front and large embroidered script "I" logo on the back ; 4 & 5. Madison Jacket, Red. Blend of 94% polyester and 6% elastane gives the outer shell durability and flexibility. Removable polyester quilted vest liner can be popped in or out depending on the weather. Large script Indian Motorcycle logo across the chest and large script "I" logo on the back ; 6. Women's Muscle Back Block Logo Tank, Red. 100% cotton for comfort and durability. Large printed block-type Indian Motorcycle logo on the front and small "Since 1901" graphic on the back ; 7. Men's Engine Print Shirt, Red. 100% cotton for comfort and durability. All-over Hawaiian-style print featuring the iconic Indian Motorcycle V-twin engine ; 8. Women's Watercolor Logo Long Sleeve Tee, Red. Blend of 95% cotton and 5% elastane gives you softness, durability, and stretch Large printed block-type Indian Motorcycle logo on the front.



7



8

ROADTRIP

AN INDIAN IN VIKING LANDS



Sébastien and Olivier enjoy travelling as much as they do their Indian Roadmaster and Chieftain Dark Horse; they're just back from an unforgettable summer road trip in Iceland. It took some planning: the country is full of extremes, even in summer. Sébastien told us the story.



I set off from Angers on my beautiful Roadmaster on Friday August 8. We quickly covered 1800km (in three 600km stages) across France, Belgium, Germany and Denmark.

On the morning of the 12th (after taking the time to enjoy a great day in the magnificent resort town of Løngstrup) I boarded the MS Norröna, a Smyril-Line ferry. Boarding on Deck 4 was very straightforward, even for a very heavy bike. After carefully strapping down the machine (make sure to bring your own straps) I found my 9-bunk cabin. After 60 hours and a very choppy voyage of just under 1600km across the North Atlantic, at last the east coast of Iceland and the port of Seyðisfjörður came into view. It was very exciting when my wheels hit the Icelandic soil on July 14. A few hundred metres further on, I met up with my best friend Olivier and his Chieftain Dark Horse, and we set off on our first stage towards the south along the winding



roads bordering the eastern fjords. Our plan was to travel all the way round the island in two weeks and try and see as much as we could along the way. When you reach Iceland – a land of Vikings, legends, ice and fire – as my friend Olivier says you have to be ready for visual overload! Everything's a source of wonder; even with photos, details, and stories it's hard to really do justice to the amazing variety of extraordinary landscapes we passed through. If you make the journey, you'll see the mountains around the eastern fjords plunging into the sea; ride alongside black sand beaches that stretch as far as the eye can see; cross broad deltas, work your way through huge moss-covered lava fields and flows, and pass the base of glaciers and their glacial lakes where blue icebergs float as if you were at the poles; you'll travel roads winding through dry landscapes that look like they belong on the moon, amid deserts of rock and ash. Your bike will take you along the foot of looming mountains, barely slumbering volcanoes, and outlandishly coloured geothermal fields with smoke spiralling from below. You can stroll along the fault line between the Eurasian and North

American tectonic plates. From the edge of the summit craters of some of the volcanoes, you can glimpse the turquoise lakes within – and be mesmerised by the roaring power of the country's waterfalls. You'll undoubtedly be wearing your Gore-Tex gear, with padding and protection. Bring warm gloves and underwear – the average temperature is 13°. You get used to it very quickly, but sometimes it can get as low as 7° and be very damp. You need to be prepared for it to be raining throughout your stay. If you're ready for something a little more challenging, take your tent – but watch out for the wind, which can be very strong at times. Bear in mind you're in the middle of the North Atlantic, 300km from Greenland and at the edge of the Arctic Circle! On July 28 we boarded the ferry to return home and felt it was over far too soon. To make things last that bit longer we stopped off for three days on the Faroe Islands, where we enjoyed more fabulous views on our rides! This archipelago is quite simply fantastic; you really have to see it for yourself. The 1800km trip back along the motorway from Hirtshals to Angers wasn't exactly unforgettable, but it was all part of the experience! The extreme heat made it a long, tough ride, and we were sad that our wonderful road trip would soon be over. By August 4, we were back in our village – and it took some time for us to digest everything we'd seen and done!"

A big thank you to my friend Olivier for organising the stages and checking out the weather every day. He was a really great guide throughout my two-week trip to Iceland. Thanks too to Nathalie, Christophe, Romuald and Damien at the Indian Motorcycle Clermont-Ferrand dealership at Pérignat Les Sarliève, who did all the maintenance and preparation on my Roadmaster to get it ready for this journey of close to 10,000km. And last but not least, thanks to my wife for letting me go!

INDIAN CHALLENGER RR



COMPETITION CLIENT

29

Who else but Americans could have invented bagger racing? And who else but Indian Motorcycle could offer its clientele an RR version of its Challenger model? The machine is only for a lucky few: just 29 will be available throughout the world.

Racing large touring bikes complete with fairings and saddlebags sounds like the kind of wild idea with its origins in a bet between friends at a bar after plenty of alcohol has been consumed.

But the fact is that this kind of race really does exist in the US, and has enjoyed immense success for three seasons now. The Indian Motorcycle squad has quickly come to dominate this new track race, and the brand decided to market its new release in celebration of Tyler O'Hara's victory in the 2022 championships. The machine isn't road legal, so the designers had a free hand to configure it in exactly the same way as the racing bike used by their rider! With this being a limited edition of just 29 bikes – a nod to Tyler O'Hara's race number – these ma-



chines aren't going to be rolling off a conventional production line. Instead, they've been built by a racing workshop, fabricated by hand throughout to the same specifications as the bike that won the championships last year. To pull this off, Indian Motorcycle has drawn on the expertise of S&S in LaCrosse, Wisconsin. With 65 years' experience in large twin V motorcycles, S&S knows exactly how to get the absolute maximum

out of these engines without compromising on reliability. For instance, the Challenger's PowerPlus engine capacity has been boosted from 1768cc to 1835cc, producing no less than 140HP with torque of 190Nm, while the S&S throttle body has been bored out from 52mm to a massive 78mm. Smith & Smith (formerly Smith & Stankos) has also supplied the 2-in-1 exhaust, the transmission, the main casing (in CNC aluminium), the Öhlins crowns (with the corresponding TTX rear shocks by the same brand), the rearsets and other mechanical and chassis parts. These include the swingarm, the automatic chain tensioner and the adjustable handlebars. The brake system uses Brembo and Hayes calipers (front and rear respectively) supporting EBC and Alpha Racing discs (again respectively). The 17-inch racing hubs with a rear-wheel chain drive are fitted with Dunlop racing tyres. The rear mudguard is made of fibreglass and the saddlebags of carbon fibre. Their role, like that of the imposing fairing, is entirely symbolic: they are there to

qualify the bike for racing in the King of the Baggers category. The mechanical customisation has resulted in considerable weight savings: the Challenger RR weighs some 100kg less than its standard counterpart. The 29 bikes will be marketed exclusively in the USA, France, Germany, the UK, Japan, Australia and New Zealand – and will be more than three times as expensive as a standard Challenger. It's an acceptable cost if you look at it as the biking equivalent of a Formula 1 car...





INDIAN MOTORCYCLE RIDERS GROUP

INDIAN RALLY FOR THE OPEN ROAD

Between now and 30 November, whether you're looking to ride 50, 500 or 2000km, register on indianmotorcyclerrally.eu to receive your free passport for access to dealerships in participating countries: the UK, Germany, Austria, France, Netherlands, Belgium, Luxembourg, Switzerland, Spain and Portugal. Take a break from your trip at one or more dealerships and get a personalised souvenir stamp in your passport! You can record your mileage – and have a chance to win one of the prizes put up by Indian Motorcycle.

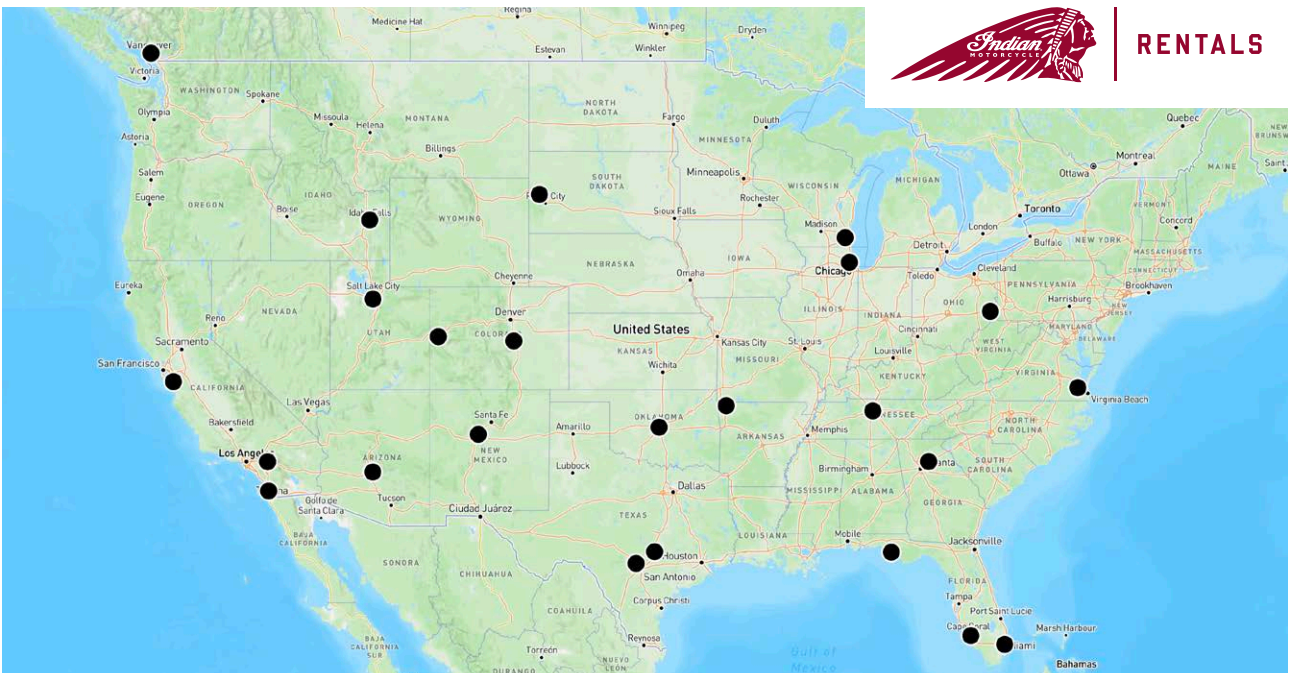
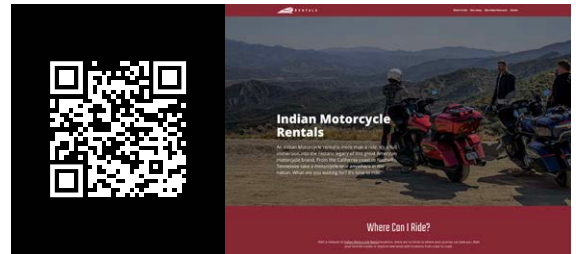


The place to be in Europe in 2024 for all Indian Motorcycle owners is Budweis in the Czech Republic, from June 14 to 16. Stay tuned: visit www.indianridersfest.eu



YOUR INDIAN MOTORCYCLE IN THE US

There are now 28 Indian Motorcycle rental outlets in the US to get you on your way to discovering all the best road trips across the entire North American continent. Travel itineraries are available that you can enjoy at your own pace, and all models in the Indian Motorcycle range are on offer. Come and visit!





270,000 KM

I've ridden the equivalent of 6 times round the world on my Chieftain.

Frenchman Alain Wundrack is a native of Saint Avold in north-eastern France who's lived in 'exile' in Narbonne in the south of the country for over 40 years. He's been burning up the rubber ever since he got his licence riding his first 125cc, a Motobecane LT2.

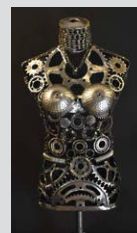
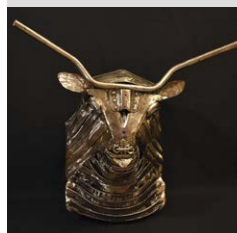


One bike led to another and capacities grew along the way, right up to an ultra-fast Hayabusa in 2014. It was then that Alain realised that there might be more to a good bike than seeing how fast it would go. He spent a few days visiting motorcycle dealerships in search of a motorcycle that would give him a different kind of ride experience as his well-deserved retirement drew near. He needed a machine that would be fun, characterful and torquey, with good roadholding, braking, and comfort. A few miles riding a Chieftain (and a couple of laps of a roundabout at a good lean amid a shower of sparks as the Indian dealer in Montpellier looked on in alarm) convinced Alain that he'd found what he was looking for. 270,000km later (the equivalent of almost seven times round the world) the same Chieftain is still eating up the asphalt with the same majesty. Alain is careful and meticulous, enhancing the bike with a few accessories to embellish its lines and cleaning it on a daily basis. After nine years on the road throughout Europe (venturing as far afield as North Cape in Norway), his Chieftain is still as shiny as ever. While he's usually a solo rider, Alain sometimes travels with his partner at the helm of a Springfield, or with a

few friends in the Basque country. Some of those he meets ask him what issues he's had after doing so many miles. Alain always has a proud (and slightly testy) one-word answer: none. Short, clear and to the point! The fact is that he's painstaking when it comes to upkeep and maintenance and has never had any problems on the road. His dealer had to persuade him that the drive chain needed changing after 200,000km (of course, the sprockets were replaced at the same time).

Alain is a real ambassador and has plenty of stories to tell when he meets others on his travels. Last spring he had an even better idea: spreading the word by visiting 36 Indian dealerships across France, sharing his incredible and unique experience riding his Chieftain. Logged in to Waze, he completed his 7000km mission after 11 days in the saddle. When not astride his Chieftain, Alain is usually to be found in his studio engaging in his other passion: sculpture, creating real works of art devised during his journeys on long and winding roads where his mind can wander free.

Metallic Art. Alain doesn't say much about his metallic art, a hidden side to his personality that comes imposingly and majestically to the fore in his sculptures, on display in a gallery. Alain has a sketchbook where he scribbles ideas after a flash of inspiration, perhaps during a sleepless night. Gradually, the idea matures and comes together piece by piece. Next, the artist goes in search of the parts – all of them metallic bits and pieces of bikes that he picks up here and there. Then the studio comes to life in a flurry of activity with the fabrication, assembly, and welding of each piece: all will need adjustment and modification. This is followed by milling, sanding, polishing and patinating to even out the tones and highlight shapes, aspects and materials so that the unique, finished work of art embodies its original ethos.



You can view Alain's work at Galerie Chipot, 34210 Minerve France

lachouettedeminerve.com

INDIAN RIDERS *Fest*

BUDWEIS JUNE 14- 16 2024



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