



016

Indian Motorcycle

2025

RIDERS JOURNAL



LETTER FROM THE PRESIDENT

Hello Indian Motorcycle Owners,

We are proud to present the second edition of the *Indian Motorcycle Riders Journal*. This publication celebrates what we as a company have achieved in racing, riding, and producing incredible motorcycles over the last 120 years. In addition, this journal highlights what you have achieved through your love and passion for the brand. We're excited to showcase some of the amazing people who help drive our culture and represent the same two-wheeled heritage we try to honor every day, as well as the people behind the scenes who make it all happen. In this edition, we will also give you a glimpse of what we've been working on with the latest in riding gear, parts and accessories, and of course, the newest additions to our world-class lineup - the Chieftain and Roadmaster PowerPlus.

I want to personally thank you for continuing to be a part of the Indian Motorcycle journey and riding with us — it's an honor to tell your stories and share our passion for the open road together.



Mike Dougherty
President, Indian Motorcycle Company





@imrg_romania



@imrg_toulouse



@imrg_scotland



@imrg_bulgaria



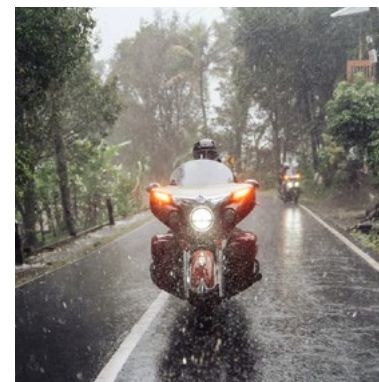
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CONTENTS

Indian Motorcycle RIDERS JOURNAL

#016

QUEEN OF FORMOSA_6
TOUCH OF EXCELLENCE_8
RONNA SIGNATURE_10
THUNDERBIRD THROTTLE_12
THE ESSENTIALS_16
MBE VERONA_20
NEW MODELS 2025_22

12

*Business owner and
Indian Motorcycle rider
Patty Dimitriou tells her story*



6

*30 572 km
in 68 days*



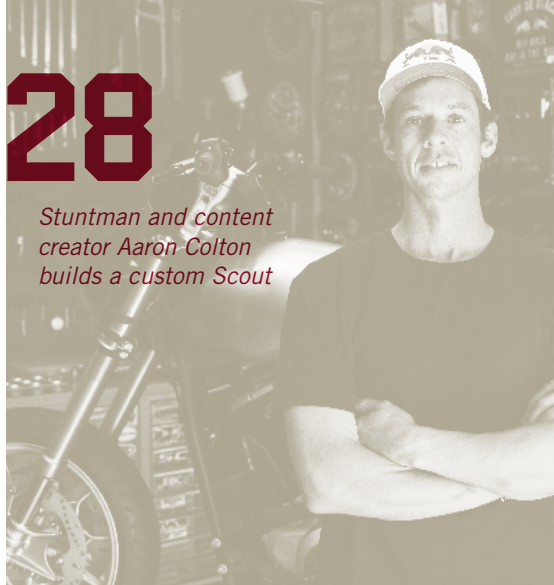
20

*World preview of new
Sport Chief RT, Chiefain PowerPlus 112
and Roadmaster PowerPlus 112*



28

Stuntman and content creator Aaron Colton builds a custom Scout



32

Visit the Springfield Indian Motorcycle Museum

36

*Road trip.
Let the road take us*

AARON COLTON_28

OVER THE YEARS_32

ESSENCE OF A ROAD TRIP_36

ALL HAIL_40

FIRST 6_44

40

Indian Motorcycle and Troy Herfoss win the 2024 King of the Baggers series



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QUEEN OF FORMOSA YA-HUI YANG

Taiwan, 180km off the coast of China, is an archipelago of many islands, the largest of which, at 36,000km², is 3.5 times smaller than England, slightly larger than Belgium. With a population of 23 million, its economic influence is recognised the world over, as can be seen from the 510m-high skyscraper in the capital, Taipei 101.

6



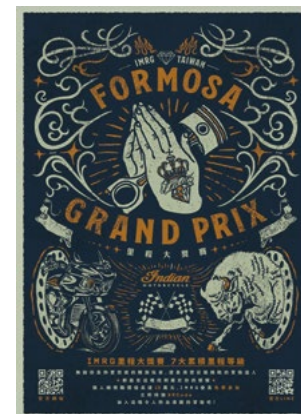
Stretching over a length of 394km and a width of 144km, the island formerly known as Formosa offers a highly-developed road network, allowing you to discover the island from every angle, from the sea to the mountains, with



the highest peak, Yu Shan, rising to almost 4,000m. Formosa is the name given by the 13 local IMRGs (Indian Motorcycle Riders Group) to a challenge held between January and March, the Formosa Grand Prix.

The aim is to cover as many kilometres as possible in 68 days, but also to discover the island in all its variety and richness, with all its people and cultures. This year, 99 Indian Motorcycle owners signed up to take up the challenge. It's fair to say that they set the record straight, covering a total of 416,520km. Six of them covered more than 15,000km each, which shows real commitment. But one very committed rider, Ya-Hui Yang, reached the record of 30,572km ! On her Chief Dark Horse, but also sometimes on her Indian Challenger.





Even more impressive was the fact that after taking leave from the jeweller's where she works, she undertook a real endurance test, covering 6,100km in a single week, during endless days and nights. She was the logical winner of the 1st prize, bringing a message of hope to women motorcyclists in Taiwan, a message that will be relayed by the Indian Motorcycle Ladies First community on all five continents.

INDIAN CHALLENGER

ELITE
SIGNATURE

TOUCH OF
EXCELLENCE

8



The ELITE signature on an Indian Motorcycle model immediately identifies and elevates your motorbike to an exceptional piece produced in a limited and exclusive number. ELITE embodies the supreme expertise of the Indian Motorcycle design office, bringing together all the codes of excellence that can be applied to a motorbike. Historically, Indian Motorcycle has continually imposed this exercise on various models such as the Chieftain, the Roadmaster and now the Indian Challenger and Indian Pursuit, each equipped with the PowerPlus 112 engine and now wearing the precious ELITE signature. Only 350 Indian Challenger Elite units and 250 Indian Pursuit Elite units, each numbered, were produced to serve the five continents. Their respective lines and dresses sparkle with harmony and beauty in the choice of colours in three tones where glass particles are injected to accentuate brilliance and depth in a treatment requiring a long multi-layer process lasting more than 24 hours.

A T U R E

INDIAN PURSUIT

Indian Motorcycle's design team, led by Ola Stenegård, drew inspiration from the story of Gene 'Alabama Flash' Walker, a glorious Indian Motorcycle rider of the 1920s and a speed and title record holder, to stamp the Indian Challenger Elite with the racing and performance codes embodied by its bright red colour. The styling influence of the classy Indian Pursuit Elite has been drawn from Indian Motorcycle's history, in memory of the 20,000 PowerPlus models produced in 1916 for the US Army. Every aesthetic and technical detail has been meticulously thought out to complete the package, such as the five-spoke wheels, the luxurious saddlery, the rear LED lights, the driver's and passenger's footrest plates, the adaptive audio system with four 100W speakers on the Indian Challenger Elite and six on the Indian Pursuit Elite, coupled with a nine-band dynamic equaliser... These are just some of the features available on these two Premium models, which are already equipped with the best technology for exceptional ride, comfort, performance and safety.



STORYLINES

INDIAN SCOUT BY UNIQUE CUSTOM CYCLES FOR MIKKEY DEE

10





Unique Custom Cycles founder Ronna Norén and Ola Stenegård go way back, both veterans of the infamous Pleb's Choppers Club in Sweden.

So when Stenegård and his team designed the new Indian Scout's tubular steel frame, he wondered if Norén would approve.

Norén responded by tearing the Scout apart and modifying more than a third of its frame, bringing its geometry and aesthetic in line with the performance-oriented choppers that he's known for — which is exactly what Stenegård had hoped for. The Scout's front end now stands tall on 8-inch-over Tolle Engineering forks and a 21-inch front wheel, matched to Fox® Sylvester shocks and an 18-inch wheel at the back. Metzeler® Sylvester ME888 Marathon® Ultra tires and ISR brakes make Norén's intentions clear; this might be a chopper, but it's been built to ride.

There's clever engineering all over this neo-retro sports chopper. The fuel tank looks more or less stock, but it's been cleverly cut into four and "shrunk" for a slimmer aesthetic, while the handlebars now feature integrated risers. Hidden under the tank is a chunky Trask Performance air filter, with the frame split to accommodate it. It's a stunning motorcycle from tip to tail, adorned with handmade steel fenders and slathered in a tasteful metal-flake paint job. The stance is flawless, the air around the frame's exposed steering neck is a brilliant nod to chopper culture, and the rowdy stainless steel exhausts provide a soundtrack to match Mikkey Dee's thunderous drumming.

"I am the engine," says Dee. "We've got to ride these guys and push [the band]. The thing with a bike, just the torque, the vibration, the power! And that's what I've got behind [the drums]."



DEA

Patty Dimitriou is a member of the Navajo Nation tribe, a small business owner, and an Indian Motorcycle rider. She is a driving force in the Southwest's Native American circles, showing her passion for community and culture time and again. We're proud to have Patty riding with us. Here, she honors the Indigenous tradition of storytelling, sharing her journey in her own words.





UTIFUL

PATTY DIMITRIOU & THE THUNDERBIRD THROTTLE

DAWN

Being a Navajo woman, there's not a breath you take without experiencing how we're all connected. Being Native American, it's in my DNA to be a contribution, to remember my relatives and my roots.

As a rider, I am so proud to ride a bike that has an identity that is representative of my heritage. For generations, our heritage, our culture, and our teachings are passed down through an oral tradition, storytelling. In my family, most of that is through the women and that's how I learned a lot of what it means to be Navajo, what it means to be Native American, through the stories that my grandmothers shared.

And honestly, it wasn't until I became a mother that I understood the true importance of our traditions. For example, we don't cut our children's hair because it represents their connection to learning, developing strength, and their intuitive connection to nature. So when I hold my son, when I see his hair blowing in the wind, my heart is full.

There are certain aspects of childhood that give all of us a sense of freedom, adventure, play, and for me, that was riding horses, feeling the wind on my face, feeling that thunder underneath me. So when I grew up and moved away, I found another way to experience that through motorcycle riding and what we call our "iron horses." I saw modern day warriors travel the land, chasing spirits, and spreading incredible stories.

I thought, "Yeah, I think I want to do that." I finally came across an Indian Scout and my god, she was beautiful. The chrome, the pinstriping ... I named her Sage. Sage taught me a lot about myself and really helped me grow as a rider. With experience, I realized that a bigger motorcycle

Riders at the second annual Thunderbird Throttle Ride gather for opening ceremonies.

with more capacity for longer rides was something I really wanted to experience. And that's where the Chieftain Dark Horse showed up in my life. It's next-level. It's truly being connected to incredible power.

She's an extension of who I am as a Native Woman and what I want to experience on my journey. I left the reservation at a young age and moved to the big city to go to school. I noticed there were not a lot of people out in the world that looked like me, nor came from my background and essentially realized that my capacity for storytelling was incredibly important in order for Native peoples to have a voice in the world.

So I started riding, I started telling stories from the Native perspective, and it opened up my eyes and my heart to a really significant issue in our community; this issue of Missing and Murdered Indigenous People (MMIP), a movement that advocates for the end of violence against Native women. It also seeks to draw attention to the shockingly high rates of disappearances and murders of Native people, particularly women and girls.

There was little being done around this issue and I decided we needed to make some noise about that. That's where the Thunderbird Throttle benefit ride came from.

What started out as an idea amongst a small group of Native riders in my inner circle has now brought together hundreds of riders, and with Indian Motorcycle's support has raised tens of thousands of dollars to build awareness on what is happening to our Native women, children and families. Through our storytelling we've reached hundreds of thousands of people not only in Arizona, not only in America, but across the world. We've had people reach out to us and say, "I had no idea. What can I do to help?"



I started out wanting to make a difference. But what was really important to me is that I also show everyone the beauty and strength of our culture, that we really use this event to celebrate the resilience and uniqueness of the Native American people.

We share our songs, our dances, our traditions and our warrior mentality. Because I'm clear that not only will we survive the MMIP epidemic, we will succeed in diminishing the missing and murdered rates in our communities.

To be Native American, to create an event celebrating my heritage while raising resources for such an important issue, and then have Indian Motorcycle contribute to that effort is pretty extraordinary. The fact that Indian Motorcycle has made a real commitment to the Native American experience, that they embrace and protect the important aspects of our history and our modern role in society, that's something I'm truly grateful for. Let's ride !



WHEN I HOLD MY SON,
WHEN I SEE HIS HAIR
BLOWING IN THE WIND,
MY HEART IS FULL.



A conversation with Patty Dimitriou:

IMRJ: Of all motorcycle manufacturers, why did you choose to ride an Indian Motorcycle?

PD: I actually tried out a couple of different manufacturers, makes, and models before deciding on an Indian Motorcycle. I did a ton of research, especially from the perspective of women riders, and I found Indian Motorcycle to be the best fit for me. Lightest in its class, lower seat which worked out better for my height, great dependability in maintenance concerns, and still had plenty of power and performance. My Chieftain truly outperformed in every single category, there was no question. I also am really happy to be able to spend money on an American company with such an incredible legacy.

IMRJ: Do you prefer to ride solo, with a friend/partner or with a larger group, why?

PD: Any real rider will tell you there are benefits to all riding experiences, whether it's solo, with a partner, or in a group. I don't ride alone very often and so much of my riding is a social experience, so the small group dynamic probably suits me best. I ride a lot with a group of women, most of them are really seasoned riders who are completely comfortable with long, cross-country rides in any and all kinds of weather. This is great for me, because it helps build my confidence as a rider knowing I'm with a group of experienced women who can handle whatever the road throws at us and will always be both prepared and responsible.

IMRJ: You've obviously gone deep into customizing your bike, what was your experience customizing and building your bike the way you wanted it? Where did you find your inspiration?

PD: I've always preferred unique bikes and rides that stand out in a crowd, and there was no difference when it came to my Chieftain Dark Horse. I really loved the look of some of the custom baggers I saw in Southern California, and when it was time for a bigger bike for longer rides, I hoped I could find a touring bike with that stretched-out, road-eating look ... and boy, did I find it! My bike is actually a custom Dirty Birds Concepts build with a ton of high-performance aftermarket enhancements and one-of-a-kind paint by Joe Blunt Designs, who's known for his incredible custom paint, flake, airbrushing, pinstriping, leafing, and bodywork in Phoenix, Arizona. I bought the bike from a small dealer in Pennsylvania called Warhorse Indian Motorcycle and had the bike shipped out here to Arizona for a custom paint job. The rest is history!

THE ESSENTIALS

Women's Portland Denim Vest, Blue # 2865550
92% Cotton, 7% Polyester, 1% Elastane

- 4 exterior pockets & 2 interior pockets
- Embroidered branding on back & logo patch on chest

Men's Headdress Colorblock Shop Shirt, Red # 2865623
65% Polyester, 35% Cotton

- Embroidery on front & back
- Patches on sleeves



Women's Jacksonville
Overshirt, Blue
2865548
100% Cotton;
Lining: 100% Polyester
• 4 exterior pockets
& 1 interior pocket
• Branded leather
patches on chest & back

Men's Tonal Block Logo
T-Shirt, Navy
2865613
100% Cotton Marl
• Print on front & back
• Embroidery on back hem

Men's Milestone Mesh
Sneaker, Black
2864852
Women's Milestone Mesh
Sneaker, Black
2864853
• Ankle protector
• Gear shift pad



Spirit Icon Embroidered Cap,
Red # 2865645 100% Cotton
• Embroidered graphic on front
• Embroidery on back



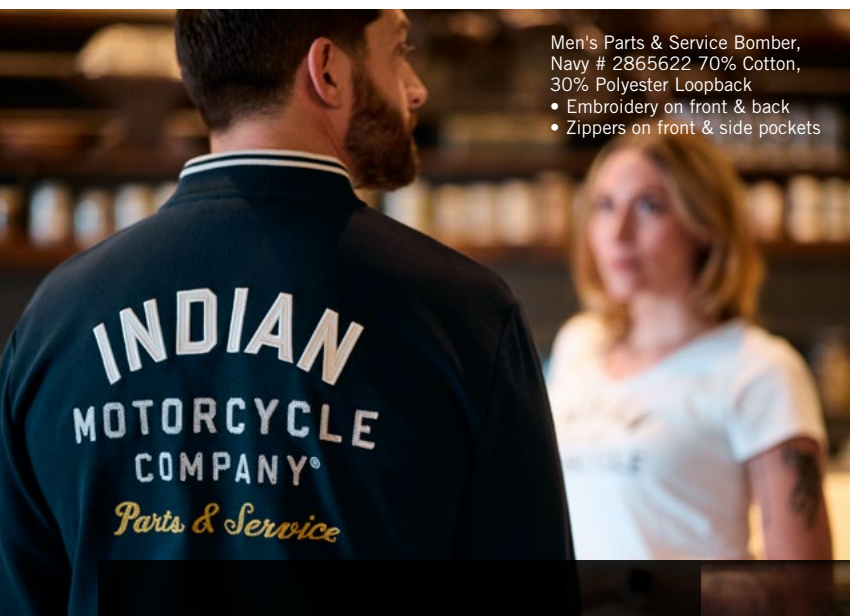


Women's Block Panel
Performance T-Shirt, Gray
265634 91% Polyester,
9% Elastane Mesh
• Factor 30+ UV protection
• Print on front & back

THE ESSENTIALS

Women's IMC Circle Icon
T-Shirt, Black # 2865633
100% Cotton
• Print on front & back
• Embroidery on back hem





Men's Parts & Service Bomber,
Navy # 2865622 70% Cotton,
30% Polyester Loopback

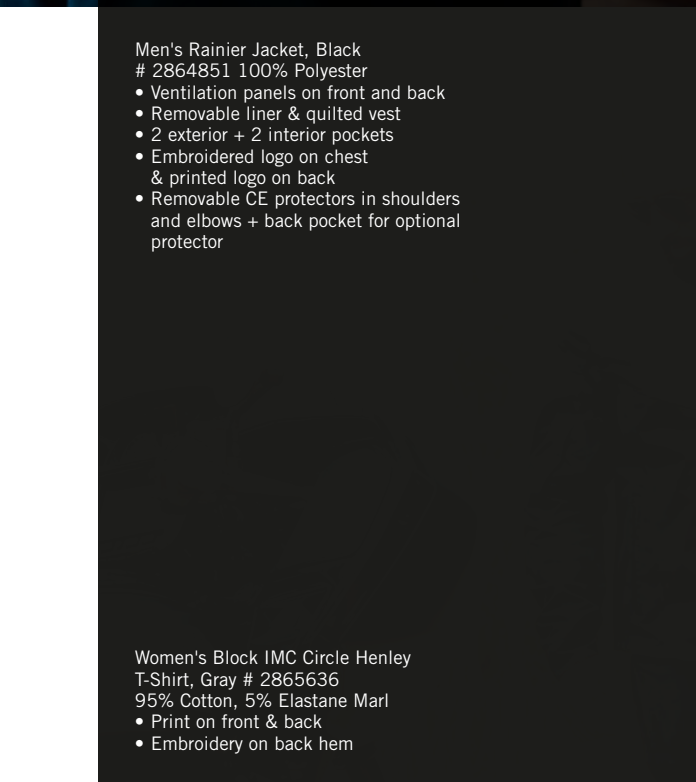
- Embroidery on front & back
- Zippers on front & side pockets

Men's Palm Print
Script Icon Shirt,
Green # 2865625
60% Cotton, 40%
Polyester

- All over print
- Leather patch on chest pocket

Women's EST. 1901
Block Printed T-Shirt,
White # 2865638
60% Cotton,
40% Polyester Slub

- Print on front & back



Men's Rainier Jacket, Black
2864851 100% Polyester

- Ventilation panels on front and back
- Removable liner & quilted vest
- 2 exterior + 2 interior pockets
- Embroidered logo on chest & printed logo on back
- Removable CE protectors in shoulders and elbows + back pocket for optional protector

Women's Block IMC Circle Henley
T-Shirt, Gray # 2865636
95% Cotton, 5% Elastane Marl

- Print on front & back
- Embroidery on back hem



Men's Ravine Leather Jacket,
Black # 2864850

- Embossed branding on front & embroidery on back
- Leather shell and fixed airmesh lining
- Ventilation panels on front and back
- 2 exterior + 2 interior pockets
- Removable CE protectors in shoulders and elbows + back pocket for optional protector

Daytona Sunglasses matte gray
frame # 2862810
Frame and Lens :
100% Polycarbonate



VERONA

MOTOR BIKE EXPO

20

Paola Somma and Francesco Agnoletto, key figures in the Italian motorcycle world for 30 years, are the creators of the Motor Bike Expo, held in Verona in northern Italy every January. Founded in 1995 as the Chopper & Custom Show, it has grown steadily to encompass a succession of halls now occupying a total of 100,000 sqm2.

Every year, MBE kicks off the European motorcycle shows in January. While all sectors of the motorcycle industry are



FIRST APPEARANCE



represented here today, Custom is the most historic and the most frequented by tens of thousands of enthusiasts. It's the reason the show was created in the first place, and brings together the world's leading accessory makers, builders and custom culture specialists. It is the DNA of the MBE, as intended by its creators. Indian Motorcycle made its mark by setting up a large central booth to present a world preview of its three new 2025 models: Sport Chief RT, Chieftain PowerPlus 112 and Roadmaster PowerPlus 112.

Indian Motorcycle's International Vice President, together with Design Director Ola Stenegård, introduced the machines themselves, still kept secret and fully draped. The impatience of the crowd gathered around the stand was very high at this solemn moment. The public, who couldn't have asked for more, were honoured to witness this grand premiere at a show where the passion for custom is deeply anchored.

CHIEFTAIN NEW



NEW POWERPLUS 112 LIQUID-COOLED ENGINE.

The Chieftain enters a new era with best-in-class engine performance thanks to the PowerPlus 112 twin-cylinder engine and exceptional driving and safety standards.



AIN

- V-twin Liquid Cooled engine
1834 cc – PowerPlus 112
- 6 speed
- Torque: 181.4Nm
- Power: 126HP
- X3 driving modes
(Standard - Rain - Sport)
- Cruise control

- Aluminium frame
- Upside down front fork
- Rear Mono-shock absorber
with preload adjustment
- 366kg
- Seat height 672mm
- ABS braking system
Brembo® calipers
- Front dual discs: 320 mm
- Rear single disc: 298mm
- Aluminium wheel :
Front: 19" and Rear: 16"
- Metzeler® Cruisetec® tires

- Keyless transponder start
- Heated grips - Heated and
cooled seat
- Electrically adjustable
windscreen

- X2 50-watt speakers
- X2 Remote Locking Hard
- Saddlebags - 68 litres
- LED Headlamp/Tail/Brake/Turn
Signal

- Gauge – Infotainment :
- Ride Command
7"/178 mm illuminated
touch screen (with gloves)
Daylight visibility
- GPS navigation, Bluetooth®,
FM band, Apple CarPlay®,
AM-FM band .
- Display of traffic instructions
and instant technical data
- USB Charger

- Smart Lean Technology™ Bosch
- Electronic drive stability
and control
- Proximity and rear collision
warning
- Blind spot warning
- Colors : Black Smoke
ou Sunset Red Smoke
- 5 years warranty



112 POWERPLUS

ROADMAN NEW

THE QUEEN OF GRAND TOURING

now benefits from an all-new powertrain, putting it even higher at the top of its class. It offers exceptional performance thanks to the liquid-cooled PowerPlus 112 twin-cylinder engine, as well as unbeatable ride comfort and safety.

- V-twin Liquid Cooled engine 1834 cc PowerPlus 112
- 6 speed
- Torque: 181.4Nm
- Power: 126HP
- X3 driving modes (Standard - Rain - Sport)
- Cruise control
- Aluminium frame
- Upside down front fork
- Rear Mono-shock absorber with preload adjustment
- 407kg
- Seat height 672mm
- ABS braking system Brembo® calipers
Front dual discs: 320 mm - Rear single disc: 298mm
- Aluminium wheel : Front: 19" and Rear: 16" Metzeler® Cruisetec® tires
- Keyless transponder start
Heated grips - Heated and cooled seat
- Electrically adjustable windscreen
- Adjustable ventilated leg protection
- X4 50-watt speakers
- X2 Remote Locking Hard Saddlebags
+ Rear Trunk - 140+ litres
- LED Headlamp/Tail/Brake/Turn Signal
- Colors : Black Smoke ou Storm Gray
- 5 years warranty

POWERPLUS



STER

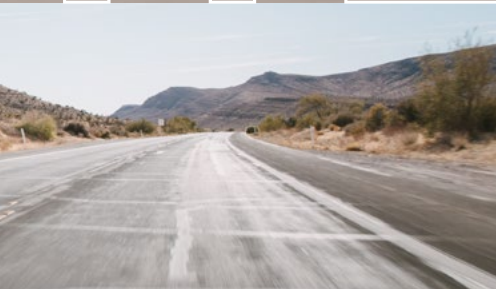
112



Gauge – Infotainment :

- Ride Command 7"/178 mm illuminated touch screen (with gloves) - daylight visibility
- GPS navigation, Bluetooth®, FM band, Apple CarPlay®, AM-FM band .
- Display of traffic instructions and instant technical data
- USB Charger

- Smart Lean Technology™ Bosch - Electronic drive stability and control
- Proximity and rear collision warning
- Blind spot warning





26

THE SPORT CHIEF RT DOMINATES THE CLUBSTYLE CATEGORY

of big, sporty, high-performance V-Twins. Built around the powerful Thunderstroke 116 engine, there's not a single feature missing from this machine that will make it an absolute all-rounder.

- V-twin engine - 1890 cc – Thunderstroke 116 - Air cooled
- 6 speed
- Torque: 156Nm
- X3 driving modes (Standard - Rain - Sport)
- Cruise control

- Tubular frame
- Upside down Kayaba® front fork
- Dual FOX® Piggyback rear shock absorber
- 304kg
- ABS braking system - Brembo® calipers
- Front dual discs: 320 mm - Rear single disc: 300mm
- Aluminium wheel : Front: 19" and Rear: 16" - Metzeler® Cruisetec® tires
- Handlebar riser - High Mounted Tee Bar
- Fairing head with 165mm windscreen

- High Bolster seat
- Keyless transponder start
- X2 Locking Hard Saddlebags - 37+ litres
- LED Headlamp/Tail/Brake/Turn Signal

- Gauge – Infotainment :
- Ride Command 4"/101 mm illuminated touch screen (with gloves) - daylight visibility
 - GPS navigation, Bluetooth®
 - Display of traffic instructions and instant technical data
 - USB Charger

- Colors : Black Smoke, Sunset Red Smoke & Heavy Metal
- 2 years warranty



HAIRY



THE WILD AND METICULOUS

BUILDING BIKES, DOING WHEELIES,
AND MAKING VIDEOS

PHOTOGRAPHY BY
AARON ROMO
AND SEAN MACDONALD



AARON

Aaron Colton has been a professional Red Bull athlete since he was 15 years old. The man can do standup wheelies in a 10x10 room. But equally impressive as his stunt riding is his bike knowledge and meticulous nature. Watching Aaron work on a motorcycle is like watching Beethoven play piano (probably). His shop is perfectly organized. Every tub, bin, or tray is labeled and exactly where it should be.

"I've been working with Indian for quite some time and I did a lot of fun stuff with the FTR 1200," says Aaron, sitting in his garage workshop on the Westside of Los Angeles. "We've been looking for another opportunity to work together the past couple of years. When they let me know about the new Scout platform, it kind of seemed like a perfect-fitting opportunity for the Bike Build series, which has been something I've been doing for a number of years now. But in recent history, it's just absolutely exploded."

Aaron has a full-blown content-creation system built into his garage. Lights in the corners, mics on the stand — he knows all the angles and how to shoot what he's working on. Some of his recent videos have gotten as many as 56 million views, most often focusing on building bikes with a bit of an ASMR twist. His latest project: a 2025 Indian Scout, which he has completely taken apart and reassembled with Nikasil hardware and Cerakoted cases, on top of all the other major custom work he's done. The build requires a quick turnaround, but being in Southern California, Aaron is

COLTON





close to some incredible resources like Saddlemen Seats and the team at Roland Sands Design®, who have spent countless hours working on the Scout platform and were happy to lend some knowledge.

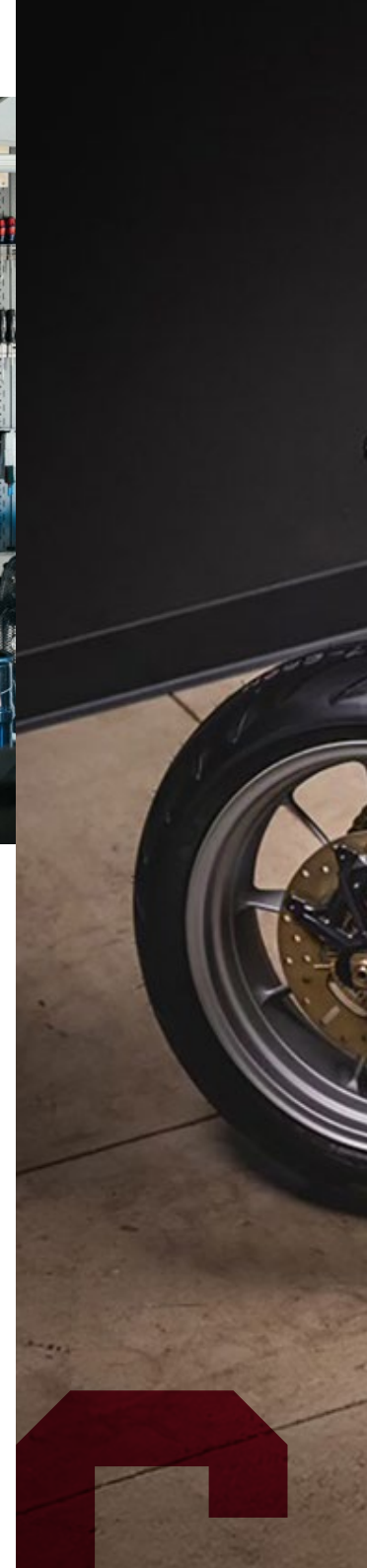
The goal for this build was to make something enjoyable to cruise on, not the fire-breathing race-only stunt bikes for which he is so well known. No, this bike is one that he'll be able to ride around town, take to events — but of course, still hoon, drift, and wheelie when the time comes. The 17-inch wheels fit his preferred rubber. A taller tail section picks the rider up and moves the shock mounts a bit, and a new Öhlins suspension increases overall ground clearance.

30



A muffin tray serves as a perfect hardware organizer through reassembly.

"It's definitely a prime candidate for customization," Aaron says, referring to the stock Scout platform when he first picked it up. "It's simple cause-and-effect. There's not a plethora of wiring for creature comforts and amenities; it has the tech package, the gauge cluster, pretty straight up with everything, but it's not overkill with non-necessary items that some different touring bikes have." Aaron has now finished the project and plans to whip the custom bike around Southern California. Hit some local V-twin events and you may be lucky enough to see him doin' his thing, riding wheelies and drifting around like a madman. If you want to follow along with upcoming projects or see how he can whip a bike, check out his instagram @AaronColton.





IT HAS THE TECH
PACKAGE, THE GAUGE
CLUSTER, PRETTY
STRAIGHT UP WITH
EVERYTHING, BUT IT'S
NOT OVERKILL WITH
NON-NECESSARY
ITEMS THAT SOME
DIFFERENT TOURING
BIKES HAVE.

SACRED GROUND

For Indian Motorcycle enthusiasts who not only like to ride current production bikes, but are also interested in the brand's historical heritage, a pilgrimage to the town of Springfield, Massachusetts, is a must at least once in a lifetime.

32

Here you can visit a superb museum tracing the history of the automaker founded in 1901! There are no fewer than 34 towns in the United States named after Springfield. Even Homer and Marge Simpson live in one of them. But there's only one Springfield in Massachusetts, and it's the birthplace of the Indian Motorcycle brand - without an "R" for the first chapter of its existence. This is where we're heading to retrace the steps of its past, which are immediately obvious on arrival.

The place with the largest number of restaurants here is none other than the gigantic MGM Casino, in front of which stands the former "State Armory" erected in 1895. And on one of its red-brick facades, a mural clearly shows the color: a huge



One of George Hendee's early bicycle, great cycling champion of the late 19th century. The oldest Indian Motorcycle in the museum is a 1906 single-cylinder.



Some of the medals won by George Hendee.

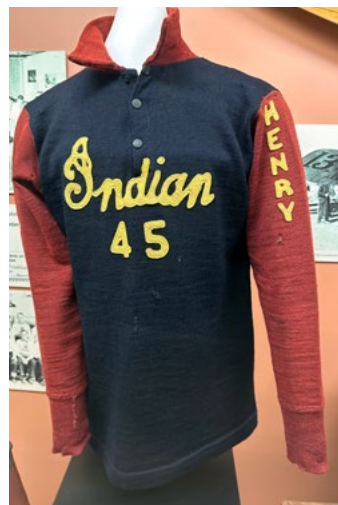


By 1928, Indian Motorcycle was thinking of moving into car production, but never got beyond the prototype stage, discouraged by the stock market crash of 1929.

Indian Scout 101, whose realization was financed by the local concessionaire, indicates that we are in Indian Motorcycle territory! The dealership houses a respectable collection of vintage models, relatively modest in comparison to the museum we're about to visit.

On the ground floor, several vintage automobiles are directly linked to Springfield's history. Also on display, usually for the first time in its life, is a rare Millitor motorcycle with sidecar. A four-cylinder with wooden "artillery" wheels built by the Sinclair Motors Corporation, just a few miles away. On the second floor, the Indian Motorcycle tour begins with a tribute to the brand's two founders. Before entering the motorcycle industry, George M. Hendee had been the USA's greatest cycling champion from 1882 to 1886. He rode a big two-wheeler like the one on display here, which is genuinely one of his own.

There's also a fine collection of the medals Hendee won in these races, which later led him to become a bike manufacturer and launch his "Silver King" brand. It was when he met Carl Oscar Hedstrom that the two joined forces to found Indian Motorcycle. The museum features a wooden box containing some 200 of his precision tools. He was so attached to them that each piece is engraved with his name or initials. Although motorcycle production began in 1901, the oldest in the museum is a 1906 model with its classic "Camelback" tank, which was Hedstrom's personal motorcycle.



Like almost all the others, this machine was donated to the city of Springfield by Esta K. Manthos and was the starting point for the creation of the museum. In another display case are bricks from the oldest part of the Indian Motorcycle factory on State Street, demolished in 1985, as well as an ornamental element from its façade, and an industrial suspension light made of copper and cast iron. There are many other objects in the Indian Motorcycle saga, but our eye is immediately drawn to a 1912 single-cylinder overhead-valve boardtracker, accompanied by its extremely rare wooden carrying case. There are apparently only two of these crates left in the world, the other being at the Wheels Through Time Museum in Maggie Valley, North Carolina. The Indian Motorcycle chronology continues with a 1913 V-Twin, followed by a Model-O, a rare little 257cc longitudinal flat twin built between 1917 and 1919.

The rest of the production range is also very well represented, with a fine selection of Scouts, Chiefs, Indian Four, Arrow, Scout and Warrior vertical singles and twins, racers and even a prototype roadster from 1928. The entire exhibition is punctuated by richly illustrated explanatory wall panels, as well as numerous other display cases containing a variety of treasures: tools, oil cans, racing jumpers, cups and trophies, vintage toys, cut-out engines and much more, tracing the rich history of the oldest American motorbike manufacturer to produce on an industrial scale.

Opposite left, parts of the facade of the section of the former Indian factory that was demolished in 1985. The old racing jumper belonged to Henry Ruggeri, a hillclimb racer living in Springfield.





The transport case for this boardtracker is probably even rarer than the single-cylinder OHV Indian boardtracker from 1912!



The Indian Motorcycle Co. also tried to diversify by building superb outboard motors, but the economic 'Great Depression' killed off this project too.



The club uniform, a trophy and a few other items that belonged to Louise Scherbyn, an 'Indian Lady' in the 1930s.

In any case, a visit to Springfield should end with a quick tour of the old buildings in State Street and Wilbraham Road, which served as the Indian Motorcycle Company's original factory and have now been converted into 199 social housing units. The only motorcycle on display is a 1951 Chief Roadmaster, enthroned on a podium in the reception lobby, surrounded by numerous photos summarising the rich past of this building...



SALT FLATS T O

PHOTOGRAPHY BY MONTI SMITH

36



SALT LAKE

LET THE ROAD
TAKE US



FROM A ROAD TRIP...

When you need to be 700 miles away and both parties involved have an Indian Motorcycle in their garage, you're not flying commercial. You're flying that two-wheeled highway cruiser and getting in the wind.

After three good days on the salt of Bonneville, we had our last meal in Wendover and walked out of the Salt Flats Café to our bikes. Monti was on his beautiful red Chieftain Dark Horse, and I was riding my Sport Chief. Our mates Jack and Stacia had a couple more days in town, so we hugged and said our goodbyes, all knowing we'd see each other again before too long. Monti and I tightened our cinch straps and pointed our bikes east toward Salt Lake City. Monti had spent a lot of time in Utah growing up, so he was happy to play tour guide. Riding out of Salt Lake City, the only really bad option is the most direct one. Take your time, soak it up, and try to get lost if you can. We were only on the interstate for twenty minutes before cutting east at Spanish Fork and moving south along Highway 89. Rolling hills of green, cliffs of orange and red rock, lakes, rivers, and ponds interspersed — twisty roads inspired spirited riding, but the scenery demanded time and attention. I'm not a religious man, but it's hard to call this anything other than God's country.



SOCAL

It's just otherworldly; like another planet compared to the urban jungle of Los Angeles that we were heading back to.

Despite having over 4,000 miles on my new Sport Chief, I hadn't done any major trips. I wasn't worried, and the Sport Chief proved I had no reason to be. "Sport" is often the opposite of "touring," but here, the bike did both very well: long miles of straight highway were eaten up like a snack and twisty canyon roads gave the bike a real chance to shine, even with my luggage strapped to the back. Monti was all smiles, singing in his helmet and cruising along on his Chieftain Dark Horse, but it was no surprise that he was only a little ways behind me in the canyons, as well. Rain started to hit as we neared Bryce Canyon, but we weren't going to wait, so we just plowed on through. As I write this, the trip was a few weeks back, but I hardly remember the cold and the wet. The views? I still see those like a photograph in my mind.

In the National park, we hit every vista we could and just sat there in silence. Rain and thunderclouds in the distance prompted our departure. I could have sat on that ledge looking down at red rock spires for hours longer, but luckily, the ride out was a slow transition back to civilisation, crossing through beautiful mountains and insane red rock cliffs before we rolled



SALT



into Cedar City. We pulled into Cedar City and sat on the corner of the gas station for half an hour watching the sunset over the mountains. We still had 170 miles to get to Las Vegas and temps were dropping quickly, so the rest of our ride would be blasting highway miles and getting it done. We just sat in silence without acknowledging it ... melancholic ... we both knew it without talking to each other tomorrow was the day to return home. The next morning we were on the road twenty minutes after waking up. All of a sudden! "Morgan, Jack and Stacia are up at Forest Ranch up the 395, wanna roll?"

"Oh dude, not next door but the weather only gets better if we head over here — and maybe we can do one night of camping on the way?" We continued to chat through our Cardo and tried to find a reason not to go home. There's always another stop or another place to stay — but there's always the next trip, too. Take the trip if you have the opportunity. Take as many friends as you can. Make it longer and explore new places. That's really what our bikes are for.



KING

40



THE

RAI



Words By Rennie Scaysbrook
Photography By Brian J Nelson

NEW KING

In the space of six short months, Troy Herfoss came, saw, and emphatically conquered the MotoAmerica Mission® King of the Baggers.

In the grid for the final 2024 Mission® King of The Baggers Championship race at New Jersey Motorsports Park, S&S/Indian Motorcycle's Troy Herfoss was so calm he looked like he was about to take his wife, Emily, for a two-up ride to a local biker bar. Laughing and joking with the GOAT of American Superbike Championship racing, Australian compatriot Mat Mladin, Herfoss's unnerving cool was in stark contrast to the man he had to beat to win the championship — Harley-Davidson Factory Racing's Kyle Wyman. Wyman was a study of concentration, no smile getting anywhere near the New Yorker's lips as his stony glare seemed to pierce through the television cameras. This race was winner-take-all and, what's more, New Jersey Motorsports Park was Wyman's home track. But it would take more than a home track advantage and a steely gaze to rattle the Herfoss cage. The 37-year-old, who resides a stone's throw from the Pacific Ocean on Australia's Gold Coast, simply clicked into business mode, took the lead from Wyman on Lap One of nine, and stayed there — proceeding to pulverize his opponent for the remaining seven laps. Such was his advantage, Herfoss's last lap was four seconds slower than his penultimate, and yet he still crossed the finish line 1.7 seconds up on Vance & Hines Harley-Davidson's Rocco Landers to claim a resounding 2024 Mission® King of The Baggers Championship victory,



HERFOSS

the third such crown for Indian Motorcycle. Troy Herfoss isn't a man used to losing. The three-time Australian Superbike Champion, Indian Motorcycle's surprise star recruit, took seven race wins in King of the Baggers 2024, almost all of them at racetracks he'd never seen before. Humble in the extreme, Herfoss knows he's onto something special with Indian Motorcycle. "It's been an incredible journey," Herfoss said. "Twelve months ago, I was in this position in Australia and on top of the world but didn't know exactly what I wanted from racing moving forward. This incredible opportunity to come and race for a new motorcycle brand in King of The Baggers

came up. I wanted to step outside my comfort zone, and that's exactly what it was." Herfoss is no stranger to the spoils of American racing. A champion during the AMA Supermoto heyday of the mid-2000s, life took Troy back home for what would become a 17-year domestic career, one of the most successful the Australian championship has ever seen. But that was then, and Herfoss is now firmly ensconced in the Indian Motorcycle family. "Troy has fit in with this team perfectly," says Gary Gray, Indian Motorcycle Vice President of Racing & Service, and the man who brought Troy to America. "He's a super-likeable guy and has a great family around him with his



I WANTED TO STEP OUTSIDE MY COMFORT ZONE, AND THAT'S EXACTLY WHAT IT WAS.

42



BAGGERS



ALL HAIL

The 2025 Mission® King of The Baggers season is certainly one to watch as Herfoss tries to fend off a horde of challengers ready to take his crown — but they better be ready. “I wouldn’t want to be racing against me,” he said before Round Two at Road Atlanta.

We wouldn’t either. All hail the new king!



wife, Emily, and their two girls. His talent is incredible. At Road Atlanta, a place he’d never seen before, he was doing all he could to stay on the track during opening practice and then he goes out in qual-ifying and takes pole. Who does that in a field this competitive? He had some rough patches during the year, especially at Brainerd, which is a very particular track to get right. However, with his crew chief, Charlie, coming over from Australia, we were given some new ideas and information that really helped us in the latter part of the season, and the way he won the title at New Jersey was pure domination after a season of trading punches. We work together as a family in this team and Troy has slotted in as well as anyone could ask for.”

'FIRST 6' SPORT CHIEF RT BUILDS



44

Sport Chief RT
Custom Build Contest
2025

A Indian Motorcycle celebrated performance, style, and customisation at the Moto Bike Expo in Verona, Italy, by showcasing the 'First 6' customs based on the newly announced 2025 Indian Sport Chief RT. With a public vote to choose the best, the 'First 6' collection of Club Style customs has been crafted by select Indian Motorcycle dealers from around Europe, highlighting the artistry and ingenuity of the brand's dealer network. Building on the new Sport Chief RT's aggressive style, attitude, and dynamic riding character, the six dealer builds bring unique designs, custom finishes, and creative interpretations to the RT's performance cruiser roots.

For Ola Stenegård, a renowned customiser and Director of Design for Indian Motorcycle, the 'First 6' is a passion project that links directly to a key principle of the factory design team - customising is key. "When we're designing, we're always keeping customisers in our minds to ensure that the bikes we produce are as easy to work on as we can make them. "The 'First 6' really is the fruit of that process and, as ever, I'm totally blown away by the results, especially with the really short time our dealers had to create these bikes. The level of paintwork is next-level and the close-up details are off the wall. With every viewing you find something new on each build."





UK

NO COMPLY SOCIETY UNITED KINGDOM

Krazy Horse, based in UK since 1995, is one of the unavoidable names in Custom Culture with over 30 years builds from vintage V-Twins to some of the finest custom Indian in the world.

No Comply Society was inspired by all forms of custom culture, from the bike and car worlds, encompassing the Club Scene but with a different twist and a nod to many other elements of the Bike & Art world.

BASTARD PORTUGAL

MotoStrada Porto - Indian Motorcycle dealer since 2015 whose team prides itself on a more intimate approach to customer relationships and sharing the same deep passion as their riders - customization.

Inspired by the Performance and Racing DNA of Indian Motorcycle, the team chose a build reminiscent of King of Baggers and Superhooligan racers while trying to use as many genuine accessories and parts as possible and keep the youthful, irreverent and street racer spirit of the Sport Chief RT.



PT



FIRST 6 - SPORT CHIEF RT - CUSTOM BUILD CONTEST

TOP FUEL - FRANCE

At the heart of its local riding community, Indian Motorcycle Metz has been demonstrating its passion and commitment to Indian Motorcycle with outstanding custom creations since 2017.

Top Fuel, as the name suggests, was inspired by NHRA, Nascar, and King Of The Baggers. With Indian Motorcycle winning the 2024 King of the Baggers championship, the Indian Motorcycle Metz team were inspired to blend Club Style with the feel of a race bagger.

46

FR



CZ

AMERICAN GRAFFITI CZECH REPUBLIC



Indian Motorcycle Praha are one of the first European Indian Motorcycle dealers in the modern era, continuing a great tradition in Prague where the original dealer, Frantisek Marik, sold more than 6,500 motorcycles in the 1920s.

In a team where everyone is a racer and loves adrenaline sports, their inspirations for the build are rooted firmly in the American Race scene and the name 'American Graffiti' came to the team immediately when they decided to paint the entire bike and the frame to celebrate everything they love about the world of US race culture.

THE QWETCHER SWITZERLAND

Biker Syndicate have been in Lausanne, Switzerland since 1992 and joined Indian Motorcycle in 2014.

The Qwetcher pays homage to Biker Syndicate's roots in the canton of Vaud. In the Vaudois dialect, "qwetcher" means "to mumble", an authentic term that echoes pride in being true patriots. For them, The Qwetcher evokes these murmurs, these little noises that come to life, as the motorcycle mumbles its history and its personality to the biker who rides it. Discrete but expressive, it whispers to the free spirits of the road, sharing its vibrations and secrets with those who listen.



CH



AT

HOKA KEY - AUSTRIA



Markus Krasser, the well none owner Styrian Motor Cycle (South Austria), has worked with the brand since 2013, another very early European dealer in the modern era. Passionate and customization master, Markus says he gets custom inspiration everyday.

The team at Styrian Motor Cycle were inspired by the history of Indian Motorcycle and their personal experience of the brand's evolution over the years. With Club Style as the anchor, Hoka Key is a testament to the clean, simple lines of the Sport Chief RT and the raw, mechanical, V-Twin motorcycle.



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