



015

Indian Motorcycle

2024

RIDERS JOURNAL



LETTER FROM THE PRESIDENT

Dear Indian Motorcycle riders,

**Thank you for being part of Indian Motorcycle,
America's First Motorcycle Company.**

The product in your hand represents Indian Motorcycle and our riders — riders that have existed for over 120 years. As part of that legacy, we are excited to give you the first edition of the new Indian Motorcycle Riders Journal: a publication made just for you, including not only news and valuable information about what is happening inside of the company, but also what riders like you are doing all over the world. We hope to entertain, educate, and motivate you to get out there and join your local community, spend time exploring backroads on your wonderful machine, and create stories worth sharing.

As an Indian Motorcycle rider, you're part of a 120-year American tradition and we're glad you're with us.

Mike Dougherty

President of Indian Motorcycle Company





@chiefowners



@paco.sportchief



@Indian Motorcycle



@Roland Schattulat



@indianowner



@indianchallengergram



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@indian_challenger_dark_horse



**INDIAN
MOTORCYCLE
ON INSTAGRAM**
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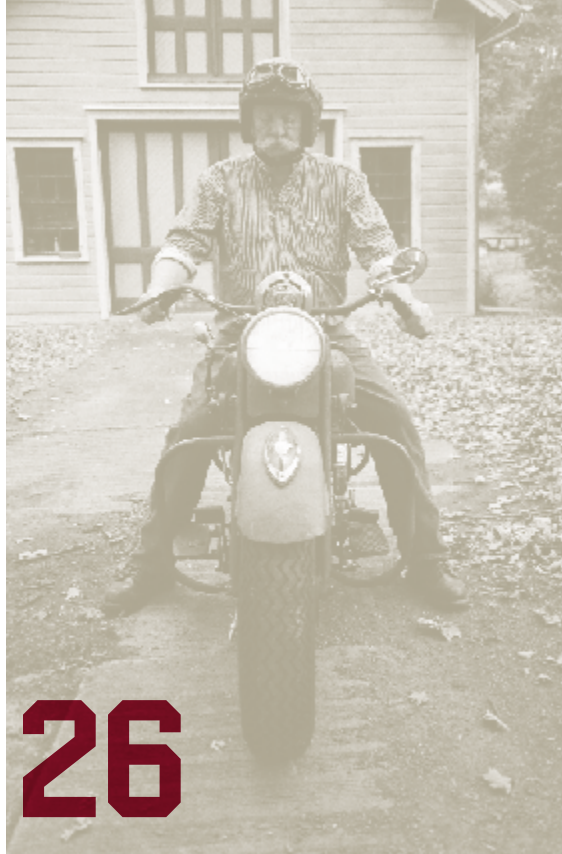


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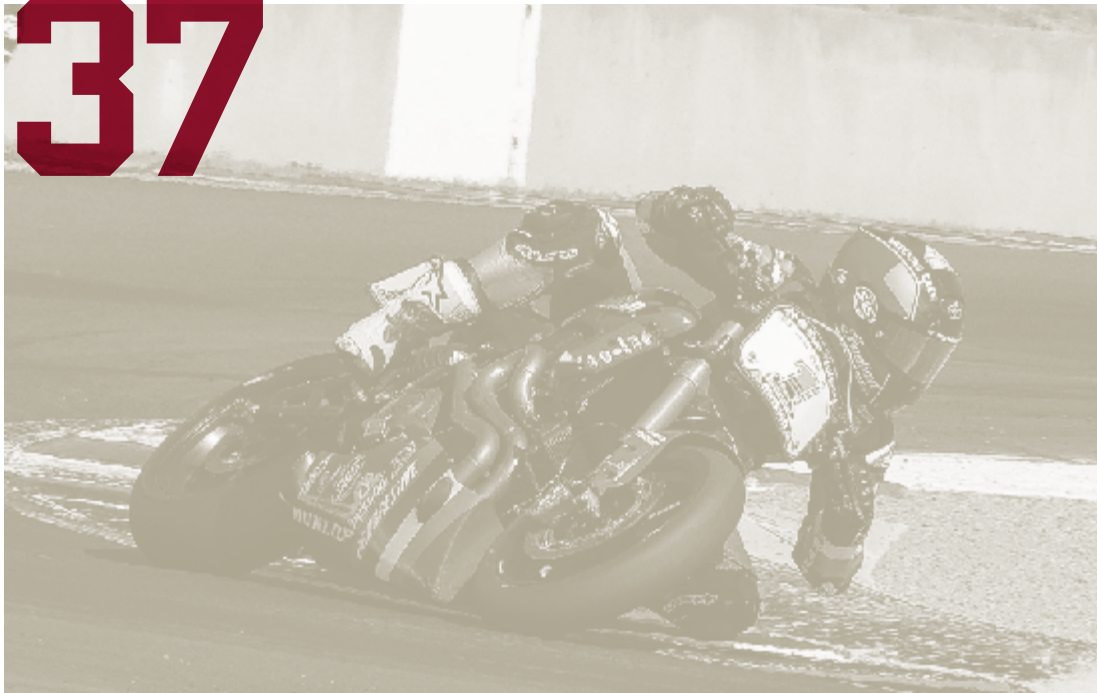
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A SCOUT IS FOR EXPLORING

So what could be more natural than to set off on a 25-day discovery tour of Western Europe, taking in seven new countries? Luxembourg, Belgium, France, Spain, Portugal, Gibraltar and Andorra. I clocked up around 9,500 km. I mostly camped out with my tent, without any problems – sometimes on the beach. I also slept seven nights in guesthouses or hotels. I had to change my rear tire and brake pads at Indian in Malaga, which went smoothly. Lots of good memories along the way, and it was great to meet new people like Rouven and Sabine, who were also riding Indians. This roadtrip was a fantastic experience. In future I plan to make my meals more comfortable though, with a barbecue and a folding table! I still have a few things on my bucket list for the coming years, as I continue exploring the continent of Europe.

Enrico Königswartha - Germany

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HI EVERYONE!

This year I headed up to the North Cape on my Scout Bobber with two friends. We left in June from Staig, near Ulm. After cruising up through Germany to Denmark, we caught a ferry across to Sweden and rolled on into Stockholm. Then we took the coastal road along the Baltic up to Kallix, just before the Finnish border. From there we headed into Norway and pushed on to the North Cape. Having torn up 3,749 km of road in seven days, we'd arrived at the most northerly point in Europe. Our epic journey continued back down the coastline of the North Sea, weaving around its huge fjords and down the Lofoten islands, through Trondheim, Geirangerfjord and Bergen to Lysefjord, where we went out on a boat to admire the 604m-high Preikestolen (Pulpit Rock). When we reached Kristiansand in southern Norway, we jumped on a ferry to Hirthals in Denmark. We were on the last stretch, and when we got home we toasted the 9,012 km we'd covered in 24 days with a nice, cold beer! **Martin Staig - Germany**



I WANTED TO SHARE A LITTLE about my wonderful 15-day trip to the US in May. I went with a few members of IMRG Pontault in France, and some friends – three Belgians and one from Lausanne; altogether, there were 17 bikes and 25 people in our group. We organized the trip with the West Forever agency, and they drove us from Los Angeles to the Indian dealerships in Redlands and Orange County to pick up our bikes. I had a superb Challenger waiting for me. From there, we rode to Palm Springs, which was the real starting point for our ride through the legendary national parks of the American West. The landscapes were mind-blowing, and as we cruised through Nevada, Arizona and Utah, our guide Gian Paolo made sure we caught every highlight. We cruised along a stretch of Route 66 to Monument Valley, on Navajo territory, and up to Moab; we flew over the Grand Canyon in a helicopter; we rode through Bryce Canyon and Zion National Park at altitudes of over 3,000 meters on some stretches, then down into Death Valley, 73 meters below sea level; in Las Vegas, the mecca of excess, we caught a Cirque du Soleil show. That was all in the first leg. After stopping off at Sin City's Indian concession, we headed towards the mountains and Mammoth Lakes, visited Bodie, then rode down to Twain Harte and headed west to San Francisco with its Russian Hill dropping down to the Pacific. We visited the Indian dealerships in San José and Hollister, and of course we had to stop off in the beautiful oceanside town of Carmel. Then we cruised down the scenic Pacific Coast Highway in the ocean breeze with a stop at Prismo Beach, Santa Barbara. Our final destination was LA, where we dropped off the Indians with 5,200 kms on the clock and our heads swirling with great memories. **Philippe - IMRG Pontault - France**



HELLO EVERYONE!

I'm from Hungary. When I turned 40 in 2019, I bought my first Indian, a Scout Bobber, and it's the coolest motorbike I've ever owned! In 2021, after recovering from an accident, I set up IMRG Budapest with about a dozen friends. That's when I switched to a Chieftain. Then after two years and 28,000 km, I treated myself to a Dark Horse Roadmaster. I've already done nearly 15,000 km on it since the beginning of the year. I only ride it on long road trips with friends, with the IMRG, or if I head out exploring on my own. I'm very happy I chose Indian Motorcycle and have every confidence in the brand. See you soon on the roads of Europe!

Peter Veszprém - Hungary

LA DIES FI

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R S T



CRUISING ALONG TURQUOISE WATERS



When Karine, the founder of Indian Ladies First, called for women to join International Female Ride Day – which is marked worldwide in early May each year – she got responses from French, Italian, Slovakian, Polish and Luxembourgish riders. The rallying point this year was the village of Agay on the French Riviera. Although this region is very touristy, it's still



relatively quiet in spring, before the summer peak. This calm period is ideal for really appreciating the scenic Côte d'Azur's turquoise waters and inland mountains. Around forty female riders joined the ride on their Indians, cruising along the stunning, jagged Mediterranean coastline in glorious sunshine. They wove through a succession of coves and inlets, each more beautiful than the last, including the Gulf of Saint Tropez with its famously picturesque village. This is a perfect route for a ride like this, where you don't mind how much the road twists and turns because there's an amazing new vista around every corner. The Ladies were in no hurry, just rolling along, taking in the spectacular sights – including some truly palatial villas. As had been agreed, Emeline from Indian Motorcycle Toulon welcomed all the riders for a lavish buffet inside her dealership. This gathering of Ladies drew surprise and admiration in equal measure from passing bikers. After lunch, they all climbed back on their bikes for the return journey, a winding backroads route through the majestic Maures mountain range. Back at their beachside base in Agay they shared a memorable evening. A date is already set to meet again in 2025, this time in one of northern Italy's most beautiful regions.

BORN FOR ROAD RIDER

10

THE ALL-NEW INDIAN SCOUT

For over 100 years, the Indian Scout has stood as an icon in American motorcycling. From early models like the 1928 Scout 101, which helped lay the groundwork for the cruisers and American V-twin motorcycles we see today, to the liquid-cooled, 1,133cc models introduced in 2015 - Scout models continue to prove that approachability, performance, and technology can exist at the highest level without sacrificing incredible style.

Now the Scout has been completely redesigned for 2025, with more power, better handling, and improved styling features throughout. Engine displacement increases from 1,133cc to 1,250cc, resulting in 105 horsepower and 82 foot-pounds of torque. That newly redesigned engine is tucked neatly into an all-new tubular-steel chassis, replacing previous stamped components with new, high-quality cast pieces. More dimension and detailing have been added to the gas tank and fenders, so while the Scout is still instantly recognizable and iconically Scout, it's updated, fresh, and new. Three levels of technology packages are available for the Scout as well, so whether you prefer to be fully plugged-in or more analog, there's a tech package for you. Five models make up the 2025 Scout lineup: 101 Scout, Scout Classic, Scout Bobber, Sport Scout, and Super Scout.

M L I C O N S L E G E N D S

INDIAN RIDERS JOURNAL #015 — INDIAN SCOUT



SCOUT CLASSIC

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The 2025 Indian Scout Classic delivers an experience that honors the Scout's long history while adding performance and tech updates to solidify it as a forward-leaning contemporary cruiser. Two-tone paint, sweeping fenders, and the Scout's iconic and traditional cruiser lines harken back to a simpler time, while the full tech package available for this model brings comfort, safety, and performance features up to date.

2025

SCOUT BOBBER

The name "Scout Bobber" has already been immortalized in the American cruiser ethos. Its short fenders, slammed suspension, and blacked-out aesthetic are immediately identifiable and iconically Scout: uniquely stylish and appearing custom straight from the factory.



SUPER SCOUT

For riders seeking longer miles and greater comfort on the road, the Super Scout is here to answer the call in style. Reinforced saddlebags open and close securely with a simple pull tab and a highly effective windshield is removed in seconds by flipping the cast mechanism on the forks. While this bike is the ultimate in mid-sized touring, it's also just moments away from being a stylish bobber.





SPORT SCOUT

The all-new 2025 Sport Scout brings an aggressive edge to the Scout lineup with improved performance, tightly tuned ergonomics, and custom-inspired styling straight from the factory. With 3 inches of rear suspension travel, a 16-inch rear wheel, and its 19-inch front, the Sport Scout is already a few steps into your custom journey when you ride it home from the dealership.

101 SCOUT

The 101 Scout is the ultimate realization of this new Scout platform. High-end suspension and braking components pair with a one-of-a-kind seat, badging, paint, and graphics to instantly set this apart as a super-premium model, unique in the mid-sized cruiser class.



Men's IMC Est. 1901 Logo
T-Shirt, White - 100%
Cotton Loopback - Small
Indian block-type print on
the front.



Women's Athlete Logo Print
Tank, Gray - 91% Polyester
9% Elastane Mesh
50+ UV protection
Print on the front and
back of the tank.



Headdress Embroidered
Cap, Black - 100%
Cotton - Embroidery on
the back.

Women's Athlete Script
Logo Top, Green - 80%
Nylon 20% Elastane -
Print on the front and
back of the top.

Men's Buchanan
Jacket, Black - 100%
Leather - Removable
polyester quilted vest
liner - Hidden venti-
lation panels on front
and back.





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Women's Vintage Speedway 3/4 Sleeve T-Shirt, White - 100% Cotton - Large I script logo print on the back.

Men's Vintage Speedway Jacket, Navy - Outer shell: 100% cotton, lining: 100% Polyester - Indian Motorcycle embroidery on back - 2 exterior zipper pockets and one interior zipped pocket.

Vintage Speedway Beanie, Black - 100% Acrylic.

Men's Vintage Speedway Checked T-Shirt, Navy 100% Cotton.



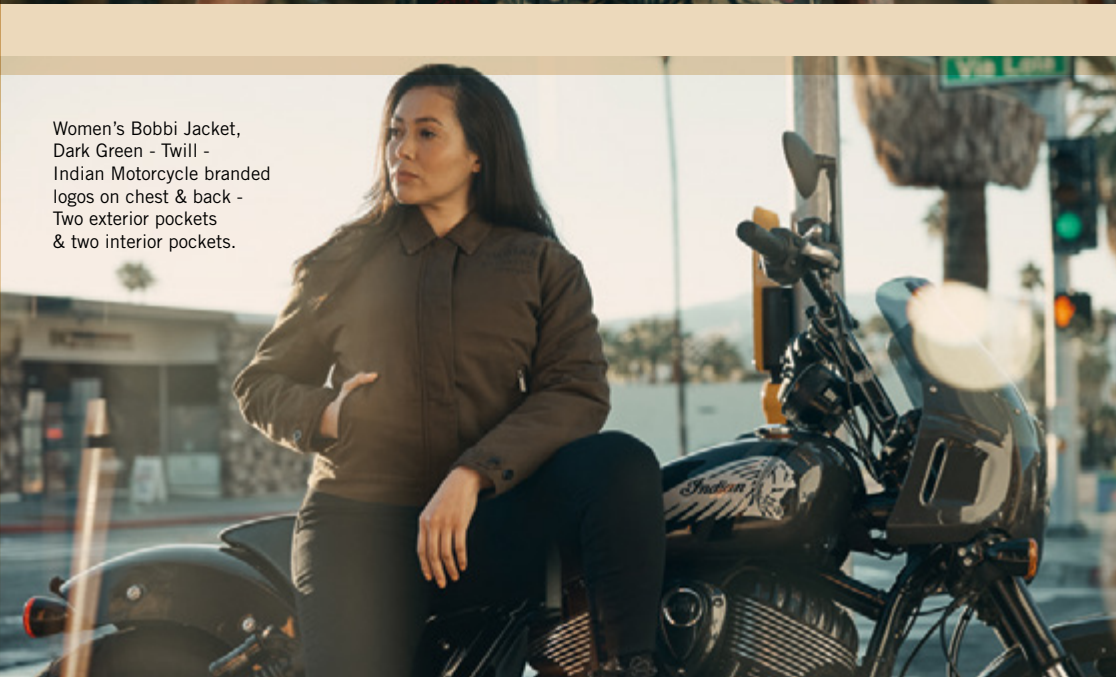
ESSENTIALS



Men's Tropical Print Shirt, Green
85% Tencel 15% Linen - Leather
patch on chest pocket.



Men's Rectangle IMC
T-Shirt, Black - 100%
Cotton - Small block-
type print on the back.



Women's Bobbi Jacket,
Dark Green - Twill -
Indian Motorcycle branded
logos on chest & back -
Two exterior pockets
& two interior pockets.



Rectangle IMC Cap,
Black - Front: 100%
Polyester Foam, Back:
100% Polyester Mesh.

Women's Rhombus
T-Shirt, Dark Khaki
60% Cotton 40%
polyester slub
Large printed
block-type Indian
Motorcycle logo
on the back.



SWEDISH ROOTS

THREE YEARS AGO, OLA STENEGÅRD AND HIS TEAM BROUGHT US THE CHIEF PLATFORM AND NOW WE ALSO HAVE THEM TO THANK FOR THE NEW RANGE OF SCOUTS.

By Charlie Lecach – photos : IMC, Joachim Cruus

This isn't the first time we've written about Indian Motorcycle's Director of Product Design, but his latest top-tier work definitely puts him in the spotlight again.

A modest man, Ola Stenegård always insists that he's just one cog in the machinery of his design team – but whether he likes it or not, he's become the face of the brand's design work. He was responsible for the new line of Chiefs, and now he's helping team efforts to replace the entire Scout platform with the 2025 models that we first saw in Munich last April. For anyone who doesn't know him, here's a quick rundown of the facts. As his name suggests, Ola Stenegård is Swedish. He grew up on a farm among brothers who were into motorbikes and American cars with big V2 or V8 engines. His dad taught him to weld when he was 7, and

at 11 he built his first motorcycle (powered by a chainsaw engine). Moving on to scooters and 125 ccs, he eventually graduated to heavyweight rides when he was old enough. That's when he joined the Stockholm bikers' club Plebs Choppers and honed his skills in the Unique Custom Cycles workshop.

Ola's love of design and stacks of drawings of motorcycles got him into design school, first in Sweden, then the Art Center College of Design in Pasadena, California. From 2001 to 2003 he was Senior Designer at the former Indian Motorcycle production facility in Gilroy, California. He loved the brand, so when Polaris invited him to come and work on its modern-day Indian Motorcycle brand in 2018, he jumped at the chance. When Ola isn't traveling the world



as part of his exciting job, he spends time in the US, Switzerland or at home in Sweden. He's deeply attached to his homeland and likes to point out that the brand – which was founded in Springfield, Massachusetts, in 1901 – has partly Swedish roots. He says, "I can't help but make the link with the co-founder, Carl Oscar Hedström. We Swedes are still very proud of what he did over 120 years ago. The brand's origins go back a very long way indeed, and it's an honor for me to keep carrying a small part of that flame!" Ola recently got to visit Hedström's birthplace in Lönneberga. Although nothing but the foundations remain of the family homestead, the historical importance of this place is marked by a memorial stone, showing a 1913 Hedström engine in bas-relief. Ola was lucky

enough to make the mini-pilgrimage with two of the co-founder's descendants, Bengt and Anders Hedström. They belong to the branch of the family that remained in Sweden when the others emigrated to Brooklyn in the late 1800s. But Ola Stenegård is also making news in his own right, after Sweden's biggest motorcycle museum opened an exhibition dedicated to his work in June 2024. The museum is housed in what used to be the Royal Stables of Tidö Castle (mc-collection.com). For a good few years, the owner has been buying up everything his friend Ola Stenegård ever built since he was a teenager, including choppers constructed around the chassis of mopeds. Much to Ola's surprise, the goal was to stage a retrospective that brings together some twenty of his motorbikes and five decades of his sketches and drawings. The exhibition is set to run until 2026.





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MARKUS KRASSER RUNS STYRIAN MOTOR CYCLE BIKES, AN INDIAN MOTORCYCLE DEALERSHIP JUST SOUTH OF GRAZ IN AUSTRIA, A FEW KILOMETRES FROM THE SLOVENIAN BORDER.

CUSTOM BUILDER

Markus' team is celebrating the dealership's 20th anniversary in August. By presenting so many exceptional motorbikes at the Custom Show at the Indian Riders Fest in Budweis, Markus Krasser have truly created an event. Never before in four editions has this competition brought together so many motorbikes, and Markus entries were unanimously acclaimed. He collected most of the prizes awarded by a top-class jury chaired by Ola Stenegård.



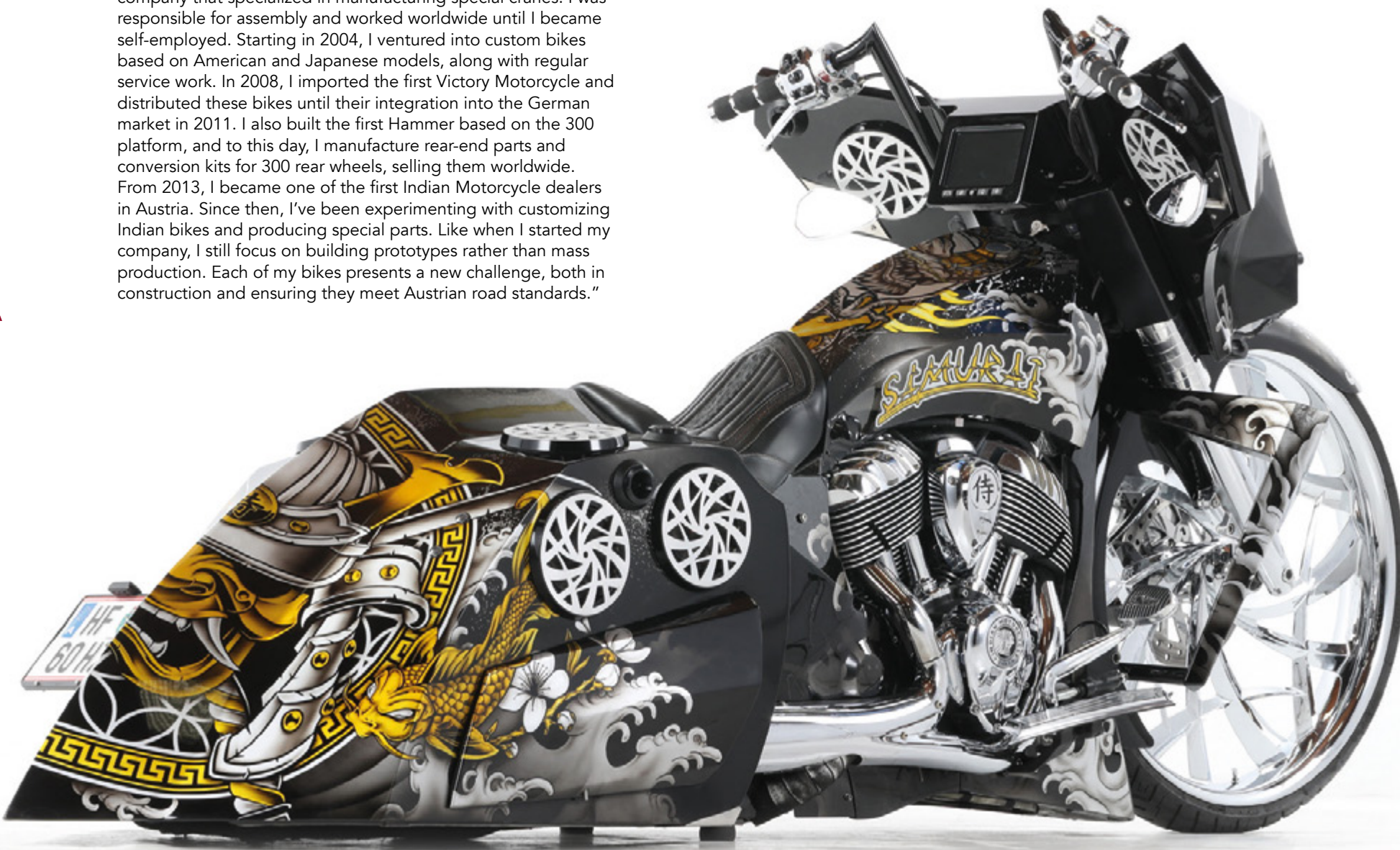
• **Can you introduce yourself in a few words?**

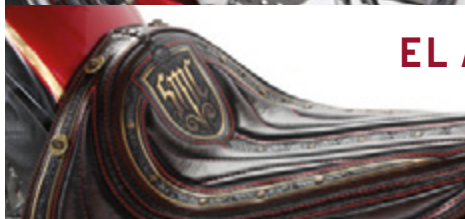
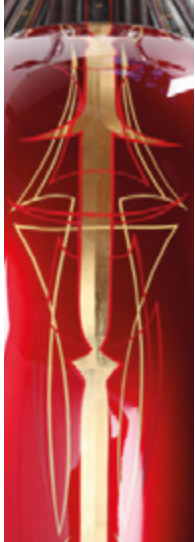
What's your career path?

"I learned automotive mechanics and both motorcycles and cars have been part of my work and leisure. To explore the world, I applied for a mechanic position at a globally leading company that specialized in manufacturing special cranes. I was responsible for assembly and worked worldwide until I became self-employed. Starting in 2004, I ventured into custom bikes based on American and Japanese models, along with regular service work. In 2008, I imported the first Victory Motorcycle and distributed these bikes until their integration into the German market in 2011. I also built the first Hammer based on the 300 platform, and to this day, I manufacture rear-end parts and conversion kits for 300 rear wheels, selling them worldwide. From 2013, I became one of the first Indian Motorcycle dealers in Austria. Since then, I've been experimenting with customizing Indian bikes and producing special parts. Like when I started my company, I still focus on building prototypes rather than mass production. Each of my bikes presents a new challenge, both in construction and ensuring they meet Austrian road standards."

SAMURAI

We're a long way from the Chieftain from which the cutting-edge Samurai was created. The project began with the manufacture of an aluminium chassis. It's easy to see why it took 8 months to build this incredible Bagger.





EL ACORAZADO

You can imagine the colossal amount of work that went into the Super Chief to achieve this result.

**BEST
OF SHOW
IRF 2024**

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• **Finally, how many motorbikes did you present at the Custom show in Budweis?**

At Budweis I presented 5 bikes: Chief 'El Acorazado,' FTR racing, Chief Dragstyler with Burt Munroe paintwork, Sport Chief based on NASCAR, Indian Chieftain Bagger 'Samurai.'

• **Do you work alone, or do you have a team around you? Given the amount of work it takes to bring your projects to this level? How are things organised?**

"I have two mechanics and an apprentice in sales. I primarily handle idea and design work on my own, but I also listen to input from my employees and incorporate it. Organization is my responsibility."



SPEED 321

The engine is a Thunderstroke 111, built by Markus Krasser. 321 is a tribute to the famous record set by Burt Munro on his Scout.



• **Are your preparations customer requests?**
Or does your imagination lead you in this or that direction?
 "The customer comes with an idea, but how and what do I give them, considering that it must also be drivable and conform to regulations? However, I rarely follow exactly what is prescribed to me!"

• **Which Indian Motorcycle model do you prefer to work from?**
 "It was the Chief/Chieftain based on a bagger platform, but I actually enjoy customizing all Indian Motorcycles because this brand inspires me."

• **Can you tell us about your next creation?**
 "We are building a Challenger based on a racer platform, but it must be road-legal. Additionally, we'll also enhance its performance and reduce the weight to under 300 kg."



FTR RACING



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A COLLECTION OF VINTAGE INDIAN MOTORCYCLES REUNITES A FILMMAKER AND HIS LONG LOST COUSIN.

WORDS BY JOSH BOGARDUS

PHOTOGRAPHY JOSH BOGARDUS & GEORGE WATTS

Distant relatives are easily dismissed when you're young. You see them every few years to hear the same tired stories recycled over and over again. But take the time to listen — really dig in, and you'll find depth, value, and heritage in those tales.

It was late fall of 2022; my grandmother had passed away the winter prior and I was back in Upstate New York for her memorial services. I grew up in New Hampshire, but my family has occupied the Capitol Region of New York as far back as any of us can remember. It was here, at my grandmother's funeral, that I reconnected with my mom's cousin, Tom Hope. I knew little about Tom, other than that he had been a gifted painter, but I had only met him a half dozen times over my life. We chatted about our lives, work, and an upcoming video project I had with Indian Motorcycle down in the Florida Keys. When he heard me say "Indian Motorcycle," his ears perked up as he exclaimed, "I have a vintage Indian collection, you know!" We talked about bikes and art for a while before I pointed my wheels north, back to New Hampshire. For the next year, I thought often of Tom and his collection of Indian Motorcycles. What were they? Did any of them run? He was sort of a mythical character in our family — an eclectic who liked old machines and spent a lot of time alone with them. "His house is like a museum," my mom would say. And so, on Memorial Day weekend in 2023, I booked the cheapest Airbnb I could find in Chatham, New York, and drove through the back roads of Vermont to a corner of the Hudson Valley few have ever seen, aiming to make a film and tell the story of "My Cousin Tom."

Tom and his wife Lynne live in an 1872 Gothic Revival home with authentic wallpaper, antique furniture, and World War II-era black-out blinds. He heats the home with coal and most of the furniture and artwork in the house are either his collectibles or his own artwork. The house also has

an attic like that seen in so many movies, the kind where they find the artifact that opens a pathway into the fourth dimension, or what have you. Out back, beyond his apple orchard, is the barn.

As I pulled up to the property, Tom greeted my crew and me outside. He slid open the barn door to a showcase of seven Indian motorcycles sitting crooked across the old barn board floors. One bike was pulled over next to his workbench with a few wrenches lying around the tires.

"This is my '51," Tom said proudly. Before us sat a 1951 Indian Chief, a machine so unique it was quite possibly a two-wheeled manifestation of Tom himself — and a bike that surely carried just as many stories. Tom wheeled the bike out to get it started.

We spent the morning filming Tom in his art studio, which sits on the top floor of his home. He told stories of a series of paintings he had been working on for the past 20 years. As a filmmaker, I like to think of myself as creative, but when I saw Tom's artwork and the sheer size of some of these pieces, I began to think of myself as more of a tradesman. His work varies in color, mood, and spacing, but one common thread is Tom's visionary artistic style.

"I go to a place where I sort of leave my body," he said. "It's like someone else is taking control. The spirituality when I was doing my series — that was my church I was going to, I knew I was doing something bigger than me." Tom showed us his



Tom's bikes are classic and in various levels of restoration. None are perfect, but to him they are.



**WHEN HE HEARD ME SAY "INDIAN MOTORCYCLE,"
HIS EARS PERKED UP AS HE EXCLAIMED, "I HAVE
A VINTAGE INDIAN COLLECTION, YOU KNOW!"**



collections for a while, and we watched and filmed as he finished up some touch-ups on one of his favorite pieces. In between shooting, we chatted about life and family. He is incredibly proud of his Welsh background and his heritage in the Hudson River Valley. He knows almost everything about the area's history and is a remarkable person to engage in conversation. Tom's connection to the place he lives goes far deeper than even he may understand. "I was having dreams about the future, and I saw this house in my dreams," he said. "I sort of walked around in here like a ghost, just admiring my art and the house." The house is truly a character in itself; there are ancient artifacts, whimsical decor, and interesting items around every corner. Tom's bike collection is equally as impressive as his art, and is perfectly hand-picked.

Each bike represents something meaningful to him. Besides his 1951 Chief, Tom owns a 1936 Jr. Scout, a 1940 Jr. Scout Military 741 bored out to 675cc, and a 1947 Chief. The latest addition is his 1941 Indian Scout, which is perhaps the most sentimental of his collection.

"An Indian Motorcycle was something my father wanted forever," he said. "Just before he went into the war, a friend of his bought a brand new Indian Scout. My father said it was just absolutely beautiful. He really wanted a motor cycle but he was giving his money to his family to support them."

"I was never really into Indian Motorcycles," Tom recalled. "But then one day back in 1968, I had an opportunity to buy a used one. And the guy I bought it from said, 'Get on the back, kid,' and he rode me home on it. I've been an Indian Motorcycle fanatic ever since."

"And I bought this last Indian — the '41 Scout — I bought it for my father. When I'm riding my bike, I'm riding with him."

"They are just gorgeous bikes, man. They look like they are going 100 miles per hour down the road sitting still."

Over the next few months, my team and I went to see Tom two more times. I never could have foreseen this project evolving the way it has. My original goal was to make a short film about a family member who shared an interest in vintage motorcycles. But this project has helped me form a deeper, more meaningful connection with a family member whom I barely knew, and from that came a legacy-worthy piece that can be shared for generations to come.

FTR X 100% R CARBON

The new 2024 FTR x 100% R Carbon is a collaboration between two iconic brands that celebrates 100%'s achievements in motocross racing on Indian's race-inspired FTR R Carbon platform. The unique livery of Blue Candy over carbon fiber, with a stunning white frame popping red accents, are produced at the highest level. Riders looking to carve their own path will have to act quickly, as this model is limited to only 400 serialized units.

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- BLUE CARBON CANDY PAINT WITH WHITE FRAME AND RED ACCENTS
- 123 HORSEPOWER AND 87 FOOT-POUNDS OF TORQUE
- 4-INCH TOUCHSCREEN POWERED BY RIDE COMMAND
- THREE RIDE MODES, LEAN-ANGLE-SENSITIVE STABILITY CONTROL AND ABS, TRACTION CONTROL, WHEELIE MITIGATION, AND CORNERING PRE-CONTROL
- RACE-INSPIRED ERGONOMICS WITH 17-INCH CAST WHEELS
- FULLY ADJUSTABLE BLACKED-OUT OHLINS SUSPENSION
- DUAL FRONT BREMBO 4-PISTON MONOBLOCK CALIPERS ON 320MM ROTORS, BREMBO DUAL-PISTON CALIPER ON 260MM ROTOR IN REAR.
- LIMITED TO 400 UNITS WORLDWIDE





PUR

32



WORLD CLASS TOURING

The Roadmaster and the Pursuit are the undisputed Queens of touring bikes. Each with its own style and engine type, they blaze a trail across every continent, offering the best comfort and performance you can get from a motorcycle.

S

PURSUIT LIMITED

This Touring model came out in 2023 and is built around the smooth new PowerPlus engine, a liquid-cooled 1768cc V-twin powerhouse that delivers an incredible 178 Nm of torque.

Born to impress, the Pursuit Limited embodies the modern era of Indian Motorcycle. Its sleek design is defined by an aerodynamic fairing head with its electric wind-screen giving exceptional protection, and a front whose piercing look is enhanced by an LED headlight. Thanks to the design of the saddle with well-positioned, heated rider and passenger seats, this model offers superb comfort and ease of movement, as well as all-round visibility. The bike's handling, steering and ABS brakes by Brembo instantly inspire confidence and a feeling of security. Its impressively powerful engine develops 122 horsepower, ready to be unleashed right from the very lowest revs, with fingertip control of three ride modes: Rain, Standard and Sport. A Bosch inertial measurement unit (IMU) provides electronic driving assistance. The bike's instrumentation is comprehensive, from its handlebars to the heated grips, with two analog gauges and a 178mm touchscreen offering multiple displays and access to all the technical controls, the GPS, Apple CarPlay, Bluetooth, USB and a 200W audio system integrated into the fairing and rear saddlebags.



ROADMASTER LIMITED

This iconic model embodies the very essence of Indian Motorcycle. Its magnificent lines and imposing presence epitomize the grand touring spirit.

The 1890cc twin-cylinder Thunderstroke engine is a masterpiece of metal and chrome, injecting soul into this rig with its impressive 171 Nm of torque and sounding like a beautiful symphony as soon as it starts to rev up. The Roadmaster Limited makes an impressive sight with its LED headlamp centrally positioned on a



MASTER



highly protective fairing, complete with electric windscreen. This model is also remarkable for the quality of its finish. Heated/cooled seats ensure optimal comfort for both rider and passenger, even on long trips, and with a seat height of only 673mm, this Queen of the road is easy to climb aboard. The left and right lower fairings provide leg protection and comfortable ventilation. With lockable side and rear trunks, there are over 137 liters of luggage capacity. A real plush ride for cruising on the asphalt, the Roadmaster has three driving modes – Tour, Standard and Sport – making it easily customizable to the rider's

taste. Ergonomic design comes to the fore in the controls: as well as heated grips and fingertip-controlled instrumentation, there's a central 178mm touch-screen with a host of display options that accesses all the technical controls and GPS, Apple CarPlay, Bluetooth, USB and the 200W audio system. An analog speedometer and lap counter are set on either side of the screen, along with a digital display.



BOWING OUT IN STYLE

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When Indian Motorcycle announced its return to the American Flat Track Championship in 2016, it caused quite a stir.

But as the brand's VP of Racing, Gary Gray reminded us, it was simply reconnecting with its history – racing has been core to the Indian Motorcycle brand DNA since the company was founded in 1901. Jared Mees sent shock waves through the crowd when he rode the FTR750 to victory in its first race, at Daytona in 2017. Between them, the three official Indian Motorcycle riders – Mees, Bryan Smith and Brad Baker – dominated the race with 14 wins out of a possible 18. Jared Mees alone took 10 of these. The FTR revolutionized the landscape of American flat track racing. Since then, the FTR has claimed eight consecutive championships, with Jared Mees securing six and Briar Bauman taking two. It boasts an unrivalled track record, having won 103 of the 137 races it has entered, and securing 300 total podiums.

"I've been fortunate enough to be on this journey with Indian Motorcycle since day one," said Jared Mees. "Racing the FTR750 has been an incredible experience, as I've never experienced a bike like it in all my years competing. We've had immense success over the past eight years, and it's a real honor to be a part of it."

Counting both the official Indian Motorcycle Wrecking Crew's FTRs and the race-ready competition-client models, this incredible machine has been piloted by 45 riders over the past eight years. Indian Motorcycle commends each and every one of them for their dedication.

With new technical regulations being brought in by the AMA (American Motorcyclist Association) in 2025, Indian Motorcycle won't be able to compete in the American Flat Track Championships with the FTR any longer. With a final flourish – a last and tenth title for Jared Mees – the FTR took its final curtain call this season, having remained undefeated since 2017.

SUPER HOOLIGAN

In 2022, when the competition version of the FTR1200 debuted in America's Super Hooligan road racing championship (for 2 cylinder bikes of 750cc and up), it came as a real surprise. Incredibly, it triumphed in its very first outing and has dominated the category for the last three years. This spectacular and fiercely contested championship is held at prestigious tracks like Daytona in Florida, Laguna Seca in California and Circuit of the Americas in Austin, Texas. It's always high-octane and packed with thrills and spills. The most stellar rider of them all, with two consecutive wins in 2022 and 2023, is Indian Motorcycle's official racer Tyler O'Hara. And for the FTR1200, things look even better, with two second-place finishes too: Cory West in 2002 and Jeremy McWilliams in 2023 brought home a one-two finish riding the same model.



INDIAN RIDERS FEST

IN ITS FOURTH YEAR, THE MASSIVE INDIAN RIDERS FEST DREW MORE THAN 1,500 INDIAN MOTORCYCLE OWNERS FROM RIGHT ACROSS EUROPE TO CONVERGE ON BUDWEIS IN THE CZECH REPUBLIC.

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It was staged in a park in the heart of the town, and was a huge success, as ever. The brainchild of Jean-Marie Guyon and a bunch of his friends – founders of one of the first IM-RGs in Europe – this meet has now reached an epic scale.

"My primary motivation for organizing this enormous festival is wanting to share my enduring passion for motorbikes. It's really satisfying to see all these Indian enthusiasts forging new connections, even though most of them didn't know each other when they first arrived."

Now Indian Motorcycle sponsors this June fixture that's highlighted in every biker's calendar. This year, brand ambassadors Carey Hart and Jeremy McWilliams were in attendance all weekend, meeting and chatting happily with attendees. The sprawling wooded park where the Indian Riders Fest was held allowed people to ride around freely on their bikes along the two main





avenues, and park with ease. There were plenty of food trucks, bars and eateries within easy reach, all fronting the big main stage.

A host of activities, showcases and rides were laid on across the two wings of the festival site. Recalling the brand's historic legacy, an authentic wooden Wall of Death was erected where two riders thrilled the crowds on vintage Scouts throughout the weekend. Competition models such as the Challenger RR and FTR Flat Track bikes were also on display, while Martin Krátky performed stunt after stunt, displaying his prodigious skills astride the FTR S.

The official Indian Motorcycle stand was located at the other side of the grounds. There, visitors could admire the five versions of the new Scout range on display and take any of the other models for a test ride. In a large glass hall opposite, forty motorcycles were entered in the AMD-approved Custom Show, whose judging panel was chaired by Indian Motorcycle's Director of Product Design Ola Stenegård. It was clear that unprecedented levels of preparation and customization had gone into the amazing builds on show.

A few steps away was a big Indian Motorcycle clothing store that you accessed through a wide corridor. Walking down it was like stepping back in time, with an extremely rare lineup of about fifteen

Indians on display on either side. All perfectly restored, these motorcycles retraced the brand's first few decades.

Partner brands sold equipment and accessories at their stands, and there were also tattoo artists and barbers on hand. Set back a little from the fray, the lounge space with its multitude of sofas proved a popular spot for relaxing late into the evening, with a DJ serving up mellow, laid-back vibes.

The highlight of the weekend came on Saturday, when all the festival-goers came together on their bikes for the traditional parade. Everyone gathered



on Ottokar II Square in Budweis' historic centre. The procession was led by Carey Hart and Jeremy McWilliams, followed by the Indian Ladies First. Local police offered a secure escort for the endless procession, which stretched as far as the eye could see along a scenic 40-km route. Locals came out to share the excitement when it passed through surrounding villages. Before the closing gig got underway on the Saturday night, everyone's eyes were on the main stage for the much-anticipated Grand Lottery draw. Winners were picked at random to win a number of exciting prizes, presented by Jean-Marie and representatives from Indian Motorcycle. The grand winner was announced with a final drum roll: Przemek from Poland, who had the golden ticket, won an Indian 101 Scout motorbike to take home.



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2025, SEE YOU IN LIPNO NAD VLTAVOU.

The Indian Riders Fest will continue to be held in the Czech Republic, but in 2025 it will take place in Lipno from June 19 to 22. For its fifth birthday, this European rally of Indian owners will be sited on the beautiful shores of Lake Lipno, the country's biggest lake. Lipno offers an idyllic setting nearly 800 meters up in the mountains of Šumava National Park, with superb roads, and the Austrian border only a quarter of an hour away. All accommodation and facilities are designed so visitors enjoy the stunning natural surroundings to the max. Indian Riders Fest will offer the same unforgettable experience as always, but in a spectacular new location. For all the info you need, visit www.indianridersfest.eu



INDIAN MOTORCYCLE PARTNERS WITH THE INDIGENOUS COMMUNITY

By Micki Dirtzu
Community Engagement Manager

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I t felt like I was standing on the edge of the world — my world — where the coastline clearly defined the separation of what I had known before, and the new world on the horizon represented by my new role at Indian Motorcycle. The evening before I had flown into Neah Bay, Washington, to drive five hours of winding roads to the Makah Tribal Nation. On this morning, nearly a year ago, I stood with the Boys & Girls Club staff at Cape Flattery, the northwesternmost point of the contiguous United States. The Boys & Girls Club Native Services Unit has been a key philanthropic partner of Indian Motorcycle since 2021, and the Boys & Girls Club of the Makah Tribal Nation is one of 10 clubs that



receives our Do-it-Yourself Science, Technology, Engineering and Mathematics (STEM) Program funding, which allows clubs to expose Native youth to STEM in culturally adaptable activities. In my role as community engagement manager, I support Indian Motorcycle's commitment to enhancing our engagement with Tribal communities, fostering cultural understanding, and building mutually beneficial partnerships while upholding the brand legacy of Indian Motorcycle. At its core, this work is about relationships. Through these relationships we are establishing an understanding of how to make a positive, meaningful impact with Indigenous communities.

This visit reinforced the importance of building community, recognizing each Tribal nation holds a unique culture, history, and beliefs, and inviting Indigenous voices into Indian Motorcycle, which continues to play an integral role in informing our journey.

"Our goal in engaging with Indigenous people is to champion and collaborate with Tribal commu-



**MY HOPE IS THAT
RIDERS TAKE TIME
TO LEARN ABOUT
OUR RICH HISTORY
AND THE DIVERSITY
OF OUR PEOPLE
AND CULTURES.
- MELODY LEWIS**



Opposite top: Michael Dougherty, President, Indian Motorcycle, pictured with partner Chad Poitra (Turtle Mountain Band of Chippewa Indians), Founder of InnoNative Consulting.

Opposite bottom: Melody Lewis (Mojave/Tewa/Hopi), co-founder of Cahokia PHX. Below: Micki Dirtzu, center, with members of the Boys & Girls Club of the Makah Tribal Nation, Neah Bay, Washington.

nities, by, for instance, identifying and donating to nonprofit organizations doing amazing work in their Tribal communities, among other collaborative efforts,” says Mike Dougherty, President, Indian Motorcycle.

Our partners, made up of the Indian Motorcycle Advisory Council, Indigenous-serving philanthropic partners, and Native American-led consultants, play a key role in educating, guiding, and providing an Indigenous perspective to the team, which serves as a guide to how we can partner with the larger community. Everything we do is community-led and authentic to who we are as a brand. “Through a collaborative process, Indian Motorcycle has built trust and reciprocity through their approach to relationships with the Indigenous community,” explains Melody Lewis, co-founder of partner Cahokia PHX. “In this entire process, Indian Motorcycle has led the way in learning and understanding our culture and how

to help in a meaningful way.

“Behind the brand is a people. My hope is that riders take time to learn about our rich history and the diversity of our people and cultures. I personally know community members who are proud of the brand and proud to ride Indian Motorcycles. I hope that every rider holds reverence for Indigenous people in that same esteem.”

“Cultures do not exist in a vacuum,” says Chad Poitra of partner InnoNative Consulting. “The free exchange of cultural ideas, when done respectfully, is an essential part of the human experience. When a brand like Indian Motorcycle seeks truly authentic connections to Indigenous communities to better honor its name, it is blazing a trail for more respectful cultural representation in the world. I am honored to be a part of this process, and hope we can create a lasting positive impact together.”

As I reflect on my journey since visiting the Makah Tribal Nation nearly a year ago, I am honored by the steps we’ve taken in collaboration with those passionate about Indian Motorcycle and our partners. I am excited for Indian Motorcycle to support more Indigenous-led rides, like the Thunderbird Throttle during Arizona Bike Week, and to continue to grow our partnerships into the future. I invite you to learn more about the ways Indian Motorcycle is taking action and how you, our owners and riding community, can join us by visiting our website at indianmotorcycle.com/en-us/community-engagement.



GOODW



Jeremy Mc Williams
and Sammy Miller British
motorcycling legends



GARDEN PARTY

In the heart of England's leafy countryside, a hundred kilometers south of London and not far from the Channel coast, lies the village of Goodwood in Sussex. Its old Royal Air Force airfield was turned into a racetrack for motorsports in 1948 by the ninth Duke of Richmond. He owned about 12,000 acres of farmland and forest in the area, and decided to repurpose a road that ran across his estate and up the hill to historic Goodwood House. The Duke's son and successor Charles Gordon-Lennox –

also a lover of beautiful engines and adrenaline-driven motorsports – set up the Goodwood Festival of Speed in 1993 and this high-octane event now attracts more than 200,000 spectators each year. The circuit's narrow asphalt strip winds up the slope of the vast estate, over grass-covered expanses and through thick woods, passing under a stone bridge, running along the estate's centuries-old buildings and at one point nearing the approach to Goodwood House. This 1.8 km-long track is transformed into a secure speedway with rows of straw bales laid along the sides to protect spectators. Grandstands

are erected along the circuit. The vast forested areas, lawns, and gardens all around are taken over by a sprawling village, with impressive stands where the most prestigious car and motorcycle marques showcase their finest high-performance machines.

Every single motorsport champion, without exception, comes to Goodwood at some point to commune with fans. This year saw legendary racing driver Max Verstappen and his Formula 1 team, but many other elite

GARDEN PARTY



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drivers and motorbike riders have thrilled crowds here down the years. The Festival of Speed offers a unique atmosphere and setting. Its combination of old-fashioned British charm, power-packed machines, and the smell of burning rubber is one that motorsport fans never tire of. Goodwood is a standout event and a pilgrimage site for many motor buffs. This year's high-profile participants included Indian Motorcycle's two official champion riders, King of the Baggers Jeremy McWilliams (UK), and Brandon Robinson (USA) of American Flat Track fame – both competing on their own racing machines.

The American title-winning Challenger RR, with a production run of just 29 units, was much admired by collectors wanting to snag one of the few still available. And the FTR750 totally crushed its competition. Having won 8 American Flat Track titles and triumphed in 100 races out of 135 since 2017, this bike had crossed the Atlantic to run its first laps on British soil.

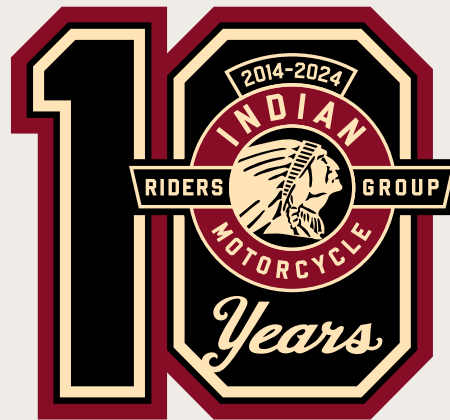
When Jeremy and Brandon climbed onto their machines, one after the other, and revved their engines, the crowd was blind-sided. The awesome sound of their V-Twins reverberated through the stands as the riders blasted off from the starting line in full throttle. On approaching the main grandstand, Jeremy and Brandon both ripped an epic burnout right along the start-finish straight, sending up plumes of smoke that had spectators roaring. It was Indian Motorcycle's moment to make history honoring the Goodwood Festival of Speed.



INDIAN MOTORCYCLE RIDERS GROUP

In 2024 the Indian Motorcycle Riders Group celebrates its 10th anniversary. There are now 130 official IMRGs in Europe, spread across all the countries. Each IMRG is affiliated with an Indian Motorcycle concession and operates as an association. All the IMRGs aim to bring together local Indian owners in a spirit of conviviality and mutual respect, organizing events, rides, travel and other activities. All members act as ambassadors for Indian Motorcycle and the concession they're affiliated with.

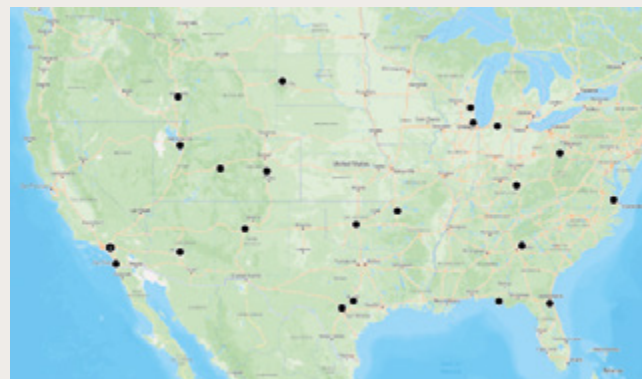
IMRGs in Europe



RIDE IN AMERICA

Many of you dream of one day going to the United States and heading off on the roadtrip of a lifetime riding an Indian. We have a network of concessions across the American states, offering various Indian Motorcycle rental options to suits your needs.

Indian Motorcycle
Rentals in the USA

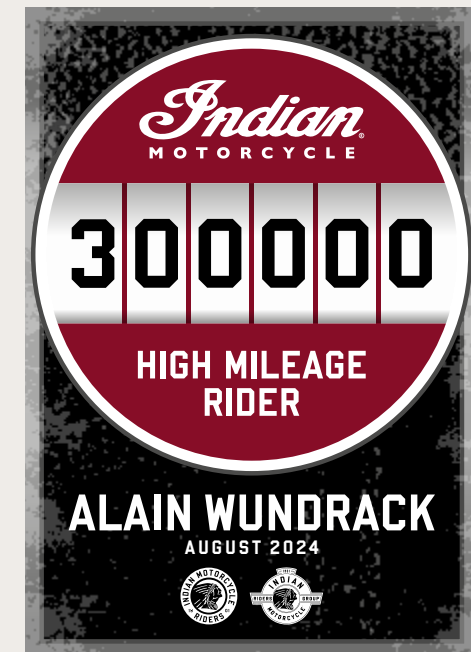


OR VISIT ANDALUCIA IN SPAIN...



300,000 KM

Frenchman Alain Wundrack is the happy owner of an Indian Chieftain he bought in 2014, and this August he reached an incredible milestone – over 300,000 km on the clock. This is the first time an Indian in Europe has logged such record mileage. Alain maintains his Chieftain meticulously and has driven it on all kinds of roads, even as far as the North Cape. He takes great pride in his machine and is full of praise for it – he says it hasn't given him a single problem in the ten years he's owned it.



5TH EDITION

INDIAN RIDERS FEST

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