

HARLEY ALERT! FATHEAD PINION PROBLEM UPDATE

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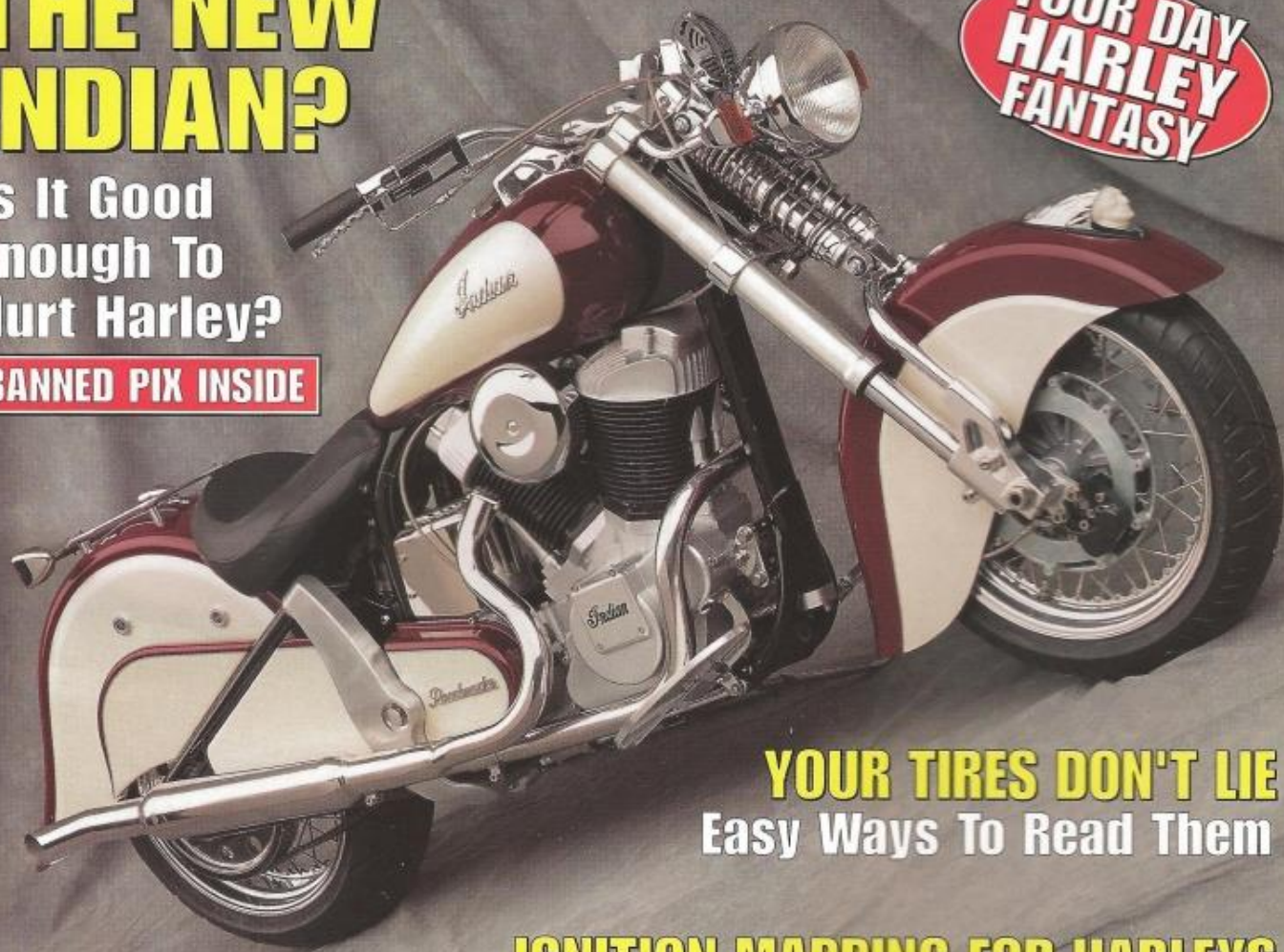
MAGAZINE®

THE NEW INDIAN?

Is It Good Enough To Hurt Harley?

BANNED PIX INSIDE

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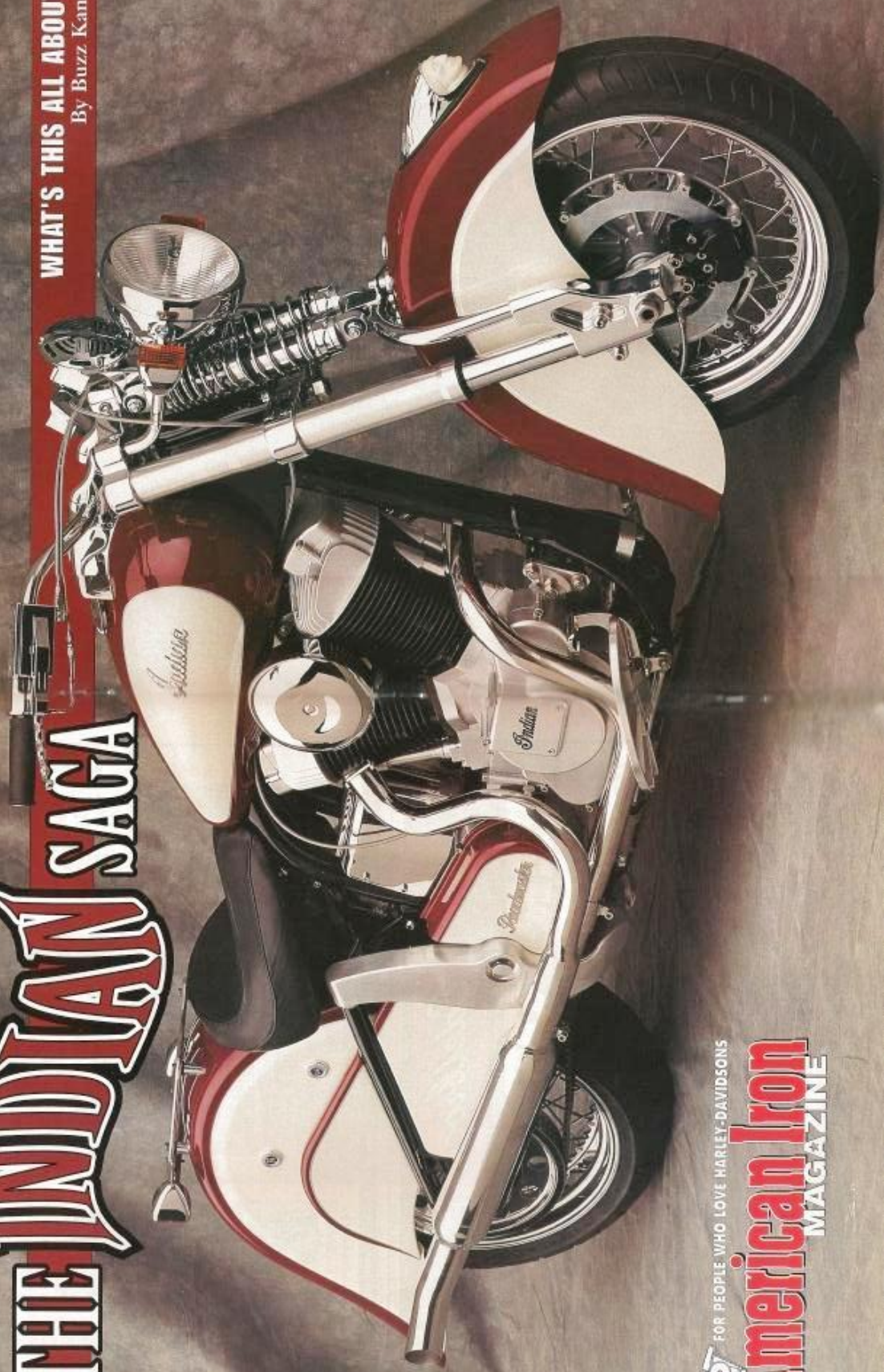
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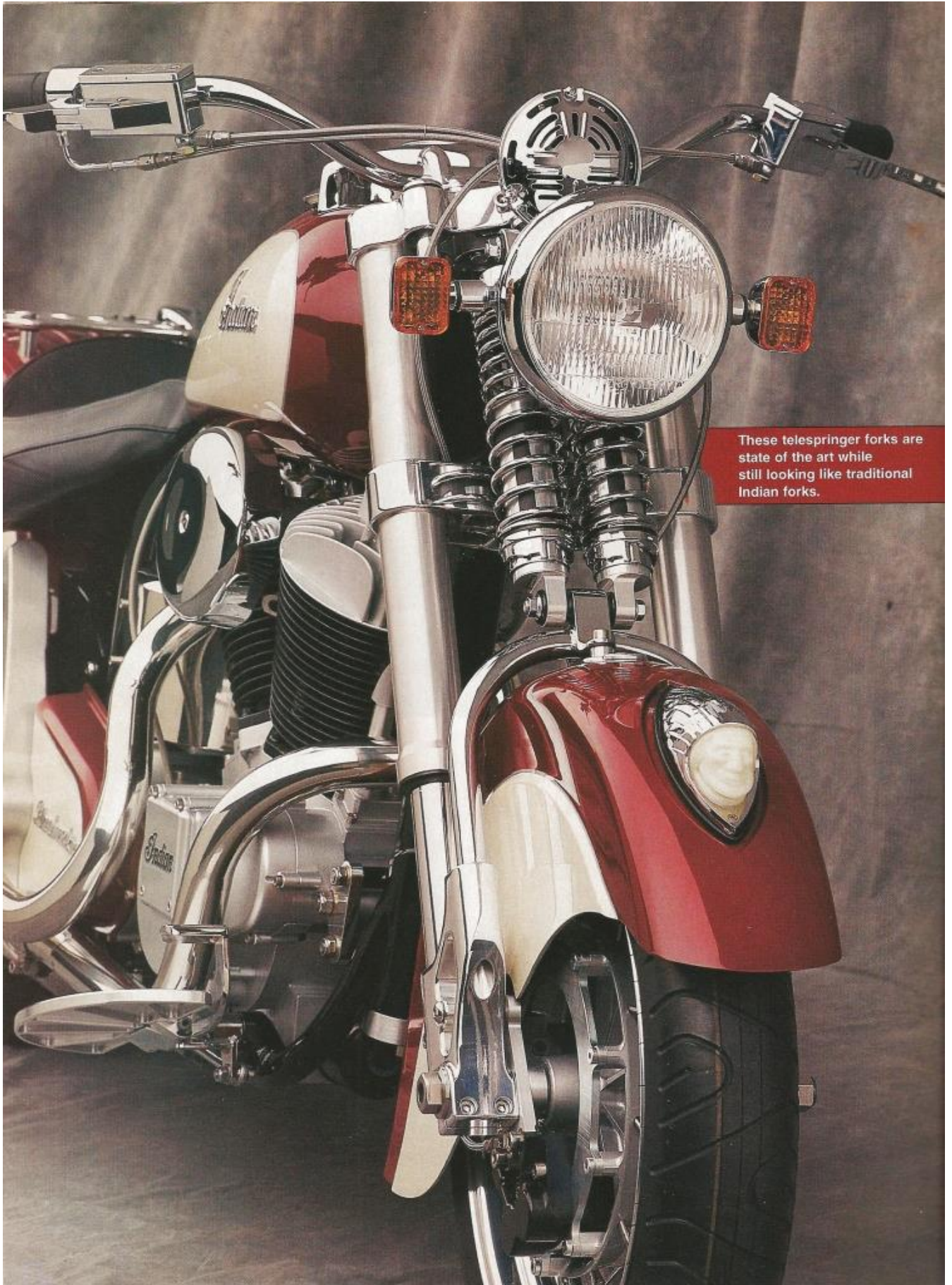
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THE INDIAN SAGA

WHAT'S THIS ALL ABOUT?
By Buzz Kanter



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These telespringer forks are state of the art while still looking like traditional Indian forks.

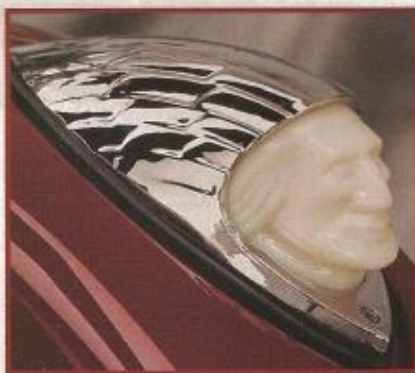


ABOVE: The Flathead look is functional while the frame holds the engine's oil. Check out the left floorboard, which acts as a shifter. The turn signals are mounted to the luggage rack and the license plate is "frenched in." The hardware on the side of the rear fender is for mounting saddlebags.

Details are still shrouded by smoke at press time, but we do know a number of facts about the long-awaited return of the Indian motorcycle.

Fact 1: there has been a succession of scandals, scoundrels, and outright thieves associated with the various Indian Motorcycle (there is no "r" in the name) companies over the past half century.

Fact 2: two different companies have laid claim to the rights to the Indian name in the last decade. The first was led by Phil Zanghi, who is now serving time in the big house for his efforts. The other



The Indian head looks like an older one, but now it is "fendered" into the fender.

was by Wayne Baughman, who has disappeared from sight after wasting an awful lot of other people's money.

Fact 3: both Zanghi's and Baughman's companies went bankrupt a couple of years ago.

Fact 4: Rick Block's Sterling Consulting has been appointed by the bankruptcy court to preserve and consolidate whatever rights

the companies had, and to sell off those rights to help pay as many of the creditors as possible.

Fact 5: Lonnie Labriola's Eller Industries emerged as the successful bidder for Mr. Block's companies.

Fact 6: Eller has been actively involved in developing a new line of Indian motorcycles (there is an "r" in the name now), one of which we are sharing here.

Fact 7: Labriola has built a powerhouse superteam of Robert Lutz (ex-vice-chairman of Chrysler) for marketing and distribution, Roush Engineering for powertrain development, and James Parker (of Yamaha RADD fame) for chassis and over-all design.

Fact 8: Mr. Block now claims Eller is in default of contract and he wants to award the rights to Canadian Murray Smith of the Delaware-based Indian Motorcycle Company. Smith runs the company (I believe it is called Indian Motorcycle Canada) in Toronto, which produced and sold some very high quality and handsome



ZIMMERMAN'S ANALYSIS OF THE BIKE

Starting with the front end, this thing is amazing. The front end is an inverted slider fork, which should be incredibly rigid. The tie-bar, which connects the forks with the shock absorbers, will act like a huge brace. This produces enormous torsion rigidity, which will lessen any effect the wheel will have to twist the forks. The front shock absorbers look like they are easy to replace to match the rider's weight or particular requirements. They are also adjustable for preload and look like they might be adjustable for rebound and compression. This fork should be practically maintenance-free. Also, I really like the way the brake hoses go through the fender mount, which keeps them hidden and out of the way.

The dual brake calipers are hung from the bottom of the fork legs, which is pretty innovative. They are dual piston calipers on a double disc design. The inverted rotor is fascinating. The usual practice is to hang the caliper so it contacts the trailing edge of the rotor, but this one is mounted inside and close to the axle. This design might have been a styling exercise, but this innovative approach reduces the moment of inertia, giving the steering a light and positive feel.

The wheel is real nice. It uses center-pull spokes, which are

usually found only on very high-end sport bikes. They allow the use of a tubeless tire on a spoke wheel. They are lighter, run cooler and offer a greater selection of hi-po tires than tubes do. I also am impressed with the cast hub. It's beautiful and functional while still looking like the old Indian drum brake. It's one of the most attractive and functional hubs I've seen. It should also be easy to keep clean. The rotors are so well supported and dialed-in they should never warp, thanks to what look like Grade A Allen bolts every inch or so. Very nice.

The rising rate rear suspension is vertically mounted so shock swaps and adjustment should be easy. I would guess it is adjustable for spring preload, compression and rebound dampening. The rear brake caliper is mounted conventionally, but neatly, so as not to be obvious. The whole rear end treatment is a styling coup. This thing is so awesome, it's a bike worth killing for.

These guys must all be rocket scientists. This bike is built to NASCAR specs and I'd bet the Roush boys have incorporated some of their best go-fast tricks. This ain't no classic bike with a new motor, it looks like a leading edge sport/race bike thinly disguised as a classic. If they can get this bike off the ground and onto the road, it could change the entire dynamic of American motorcycling, and I'll stand by that statement.

Indian-branded clothes and other goods.

Fact 9: Labriola and Smith are now both maneuvering to get the rights to the Indian name and motorcycle.

Fact 10: In March, Kawasaki will introduce the Drifter, an Indian-inspired machine, and has settled with Mr. Smith for rights to build the Drifter.

As of press time we know there is serious legal and strategic maneuvering going on. We have been told that Smith is buying the California Motorcycle Company (CMC) and plans to use their manufacturing base to build his version of Indian motorcycles. Up until now CMC has built S&S-powered variations of Harley-style V-twins.

We hear Smith's people showed up at the Love Ride in L.A. on November 9th with a bunch of celebs riding Indian-badged CMC motorcycles with big fenders.

The same day, Labriola's people held a press conference in Detroit to unveil the new Chief prototype (but the court will not at this time allow them to use the Indian or Chief name) shown here. Due to a last minute court order, they were not legally allowed to show the bike. They did, however, hold the press conference to discuss the project and answer questions. Fortunately we received the photos of the prototype prior to the court order.

Following a meeting of about 200 members of the estate (people owed

money by the companies) in Detroit on Sunday, November 8 (they were also legally barred from seeing the prototype), we hear they filed a motion with the court to remove Block as trustee.

In a nutshell, it appears most of the estate is backing Labriola, while the courts are backing Smith. All in all, it is quite confusing and the facts seem to be changing almost daily.

While the battle lines are still being drawn, I'd like to speculate on a few possibilities and pitfalls. For the record, I have a special place in my heart for Indians and currently own five of them.

Since before I was born, the various Indian motorcycle companies have been plagued by scandal. In the late 1940s there was some financial hanky panky. Then the Brits bought the company and basically reduced it to an American distribution arm of British motorcycle manufacturers. They did some badge engineering and financial manipulation. It didn't take long for the entire operation to collapse and it nearly took down most of the British motorcycle industry with it.

Depending on which version you choose to believe, the Indian name either passed into public domain, or became the property of a colorful character named Floyd Clymer. Clymer used the name on inexpensive imported small displacement two-stroke motorcycles. That didn't last and the next major player to lay claim to the name and rights was Phil Zanghi. He never produced a bike but sure knew how to squeeze people for licenses and rights to use the name Indian. He's now in jail.

At about the same time, Wayne Baughman showed up in New Mexico and collected a lot of publicity and money to develop a new Indian. He made a few rather unattractive, poor running machines and quickly fell out of favor and funding. He disappeared.

So now you can understand why there are so many skeptics out there when you mention that there is a new Indian on the way.

Let's put aside for a moment the fact

TECH SHEET

(Preliminary Specifications)

Engine type:	Air-cooled, 50-degree, four-stroke V-twin
Valve arrangement:	Aerohead-combustion technology, OHV, two valves per cylinder, hydraulic adjusters.
Displacement:	90 cubic inches (1480cc)
Induction/ignition:	Electronic Engine Management
Lubrication:	Dry sump
Primary drive:	Silent chain
Clutch:	Wet, multi-plate
Transmission:	Five-speed
Final drive:	Belt
Front suspension:	Telespringer, dual dampers with adjustments for spring preload and rebound damping
Rear suspension:	Feathertail, alloy rising rate linkage suspension with single damper, adjustable compression, rebound and spring preload
Front brake:	Dual disc, drum-hub, two four-piston internal calipers
Rear brake:	Two-piston caliper, single disc
Front wheel:	3.50 x 17-inch, spun alloy
Rear wheel:	6.00 x 17-inch, spun alloy
Front tire:	120/70-17
Rear tire:	200/50-17
Seat height:	26.5 inches
Fuel capacity:	Five gallons
Projected dry weight:	550 pounds

that Labriola is now duking it out with Smith and Block. Let's also ignore for now the fact that Polaris has just launched their still-unproven Victory, and Excelsior-Henderson is still delivering promises of "production-intent prototypes" (whatever that means). Is this really a good time to launch, or relaunch a new line of motorcycles? Apparently a lot of people think it is.

So, aside from overcoming the colorful history and shady characters long associated with the Indian name, what hurdles does the new company face?

Next month we will update you on the legal moves and we'll be analyzing some of the larger challenges a new motorcycle manufacturer faces in launching a new bike today.



Don't let the skirted fender and Indian head fool you. This bike has full-out race technology suspension and brakes.



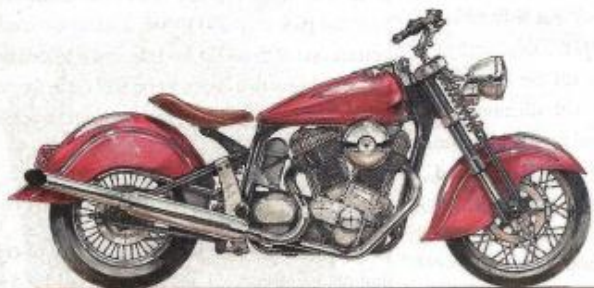
This view from the top reveals the three-point mounted handlebars and hi-tech dash with computer read-out console. The oil cap covers the dipstick and filter for the oil-in frame.

What Future Indians Might Look Like

By Buzz Kanter

Working with Eller Industries, designer James Parker choose to explore various directions for several of the Indian-inspired motorcycles before building any one. Here are the original conceptual drawings of their possible models. All machines are based on past Indian model names.

Please note that the original versions of these concept designs had the script Indian logo on the gas tanks, but due to the court order, Eller digitally removed the image until this matter is settled.



Chief Concept One

Many of the styling cues come from the traditional Chief of the late 1940s. The fenders, Indianhead fender light, engine profile and exhaust system harken back a half century. Note the rear fender is not fully skirted. The transmission and engine are separated.



Chief Concept Two

Similar to Chief Concept One (above), but with fuller skirted fenders and a different design behind the rear cylinder. In this design the engine and transmission are one piece and is close to the actual prototype machine profiled here.



"Four" Concept

Four Concept

This looks so much like an old Indian Four, you have to wonder. While it does reflect the right lines, the design is "cleaner" than the original. The front end looks very much like an original Indian girder. What's with the rear brakes?



"Warrior" Concept

Warrior Concept

A handsome traditional-looking Indian with some streamlined sportiness added. The front end is Parker's high-tech approach, which is shared with several of the other concept machines. The body work and exposed diagonal rear shocks reflect 1970s British influence.

ELLER'S PROTOTYPE MACHINE *What An Amazing Indian It Could Be*

I'd like to ask you two questions. What do you imagine the Indian Motorcycle Company would be building today if they never went out of business? And, if you were in the market to buy a new Indian, what would you expect from the bike?

Well, having seen the photos of the Eller/Parker/Roush prototype (but not the actual bike, due to a legal restraining order), I'd say they did their homework.

Indian motorcycles were known for their stunning good looks, leading technology and successful racing history. The question is: how can a designer incorporate the look of a 50-year-old Indian and still offer modern day handling, brakes and power?

If a camel, as the old saying goes, is a horse designed by a committee, then one look at this stunning new machine shows it must be the creation of one brilliant man. That man is James Parker. Aside from being a world-class motorcycle designer,

Parker is an ex-roadracer, so you know there are serious go-fast components used under that sleek traditional skin.

Based on what our in-house techies have identified from the photos we received prior to the press conference, this looks like it is going to be one helluva bike. It could be the ideal blend of form and function. It's beautiful and probably will go like stink. One of our staffers looked up from the photos and said, "This is the machine to give Harley a run for its money. This bike will bury Polaris and Excelsior-Henderson."

Mark Zimmerman, after a long and serious study of these photos, said "If Roush designed this powertrain, you know it's gonna be fast as hell. With Parker doing the suspension and frame, this should stick to the road like a nailed-on toupee. Anyone who wants a classic-looking American motorcycle that's gonna give the import sport bike crowd fits, this looks like it." **AIM**