

AUTOWEEK

MAY 2, 2016

autoweek.com

RIDES OF **SPRING**

WIDE OPEN ON TWO
WHEELS OR FOUR

PLUS
DROP-TOPS
BY FERRARI,
ROLLS-ROYCE &
MERCEDES-BENZ

CRAIN
1946

CARLIFE



\\ 2016 INDIAN SCOUT SIXTY

SAY HELLO TO LITTLE BROTHER

REVIVED MARQUE'S SMALLER, MORE AFFORDABLE
OFFERING IS AN EASY WINNER

BY MARK VAUGHN



INDIAN CONTINUES ITS LOUD and powerful return from the dead with a new and even more affordable midsize cruiser, the Scout Sixty. We say: Welcome back. Again.

The Scout Sixty has a little less power, one less gear and, at \$8,999, about a \$2,000 lower sticker price than its big brother, the Scout. But you don't necessarily miss those first two, and we're guessing you'll welcome the third.

To make it more affordable, Indian sleeved the Scout's two cylinders with a slightly narrower bore to reduce cylinder capacity from 69 cubic inches in the Scout to 61 in the Sixty. Next, engineers removed fifth gear from the Scout's six-speed transmission. The result is one of the best buys in the segment. Output falls from 100 hp and 72 lb-ft of torque in the Scout to 78 hp and 65 lb-ft in the Scout Sixty. Weight is within a few pounds at 561 in the Sixty, but seat height is still the same low 25.3 inches.

It's certainly one of the easiest bikes to ride that we've been on in years. You could take your motorcycle test on this and pass with flying colors while looking good doing it. The only thing easier to ride might be a Vespa scooter.

But the Sixty doesn't look like an entry-level motorcycle. It has all the bearing and presence of a regular full-size cruiser. Some critics have said it neither looks good on nor fits riders 6 feet 4 or taller. But we felt fine throwing our semi-gangly 6-foot frame over it.

We rode it for a few hundred miles in and around LA for a week and felt comfortable right off the parking garage floor. The V-twin



pulls powerfully from just above idle, a trait that also makes it easier to ride in stop-and-go traffic. It's easy to put into neutral, with a corresponding green neutral indicator on the gauge circle. There's a digital tachometer, but you have to switch it on using the toggles on the left handlebar—why not have it default to on? Instead of a fuel gauge, there's an idiot light that tells you when to find a gas station.

We went 140 miles before the light came on, whereupon the math told us we'd gotten 49.4 mpg. There's no ABS or traction control, but you give up features as you go down in price, right? The suspension is comfortable, not too firm and usually just right for cruising.

While the Scout Sixty would make an excellent beginner bike, a more experienced

budget-minded cruiser of average height or below would be perfectly happy on it, too. Plus, everyone on the planet rides a Harley, so you'd stand out a little.

+ WHERE TO GO, WHAT TO DO

This bike is as much for being seen as it is for seeing the world. From LA, you could cruise Sunset Boulevard all the way out to the ocean, then turn right at Pacific Coast Highway and ride all the way up to Neptune's Net at County Line for some fish tacos. If you were really adventurous, you could head over to The Valley to cruise Ventura Boulevard, too, but you'd want to take one of the wider, straighter roads to get there like Kanan Dume, Malibu Canyon or Topanga Canyon. Pick any day for your ride; it's always sunny. ☀