

BIKES \ 2015 INDIAN SCOUT

SCOUT'S HONOR

LATEST INDIAN CRUISER RECALLS ITS LIVELY NAMESAKE FROM THE 1920s

BY JOHN L. STEIN

BASE PRICE: \$10,999

ON SALE: Now

OTHERS TO CONSIDER:

- Harley-Davidson Sportster Forty-Eight
- Yamaha V Star 1300

BIG CRUISERS ARE like old Chevrolet Suburbans—they're great for barreling down the open road but lousy at maneuverability and agility. The new Indian Scout challenges that notion, though. Light for the genre at 558 pounds wet, its appearance is long and lean, more Usain Bolt than Dan Blocker in approach. Borrowing little from the Chief models that relaunched the brand in 2014, instead it recalls the sprightlier Scout of the 1920s.

The 1,133cc 60-degree V-twin is a nice piece. Producing a claimed 100 hp and 72.2 lb-ft of torque, the powerband is Kansas-flat. You scarcely need every ratio in the six-speed gearbox, which operates with a bit more clunkiness than we'd like.

Indian worked hard to achieve a low 26.5-inch seat height, which eases footwork at stops. At speed, steering and handling are good for a low-slung bike with a rangy 61.5-inch wheelbase and tractor-like 130/90-16 front tire. The main limiting factor is poor ground clearance, a typical cruiser drawback.

Short suspension travel—4.7 inches up front and 3.0 inches in back—provides just acceptable ride quality; soft-fork tuning means severe dive under

braking; and the steeply cantilevered shocks can top out over bumps. The non-ABS brakes are strong enough, with nice, firm feel at the levers. And ergonomically, the Scout is a comfortable solo ride, both in town and on the highway—though we found the deep-bucket leather seat wearing over time.

All in all, the Scout is a strong next-generation Indian. Uniquely styled with energizing performance, it comes close to sidestepping the traditional “highway barge” reputation of most cruisers. Burt Munro, the late Scout-riding, speed record-breaker himself, would have likely approved. And that's a victory all by itself.

IN OUR OPINION: To the long-established “long and low” power-cruiser formula, the 2015 Scout adds an unmistakable new look, lively performance, livable handling and a strong connection to the original Indian brand heritage. 🍀



ALPINESTARS BLACK SHADOW HUNTSMAN LEATHER JACKET

■ The motorcycle jacket. Brando had one in “The Wild One,” as did Hopkins in “The World’s Fastest Indian.” Alpinestars’ Black Shadow Huntsman is universal in appeal because it gives you equal style points aboard a prewar Triumph, a lime-green monster Ninja or Indian’s new Scout. Constructed of distressed full-grain leather, it features heavy-duty zippers, cotton-blend lining and a waterproof wallet pocket, plus adjustable neck and waistband snap closures. This is a good addition to your riding kit for \$699.95. Learn more at alpinestars.com



FEATURES

Unlike the original Scout's air-cooled, pushrod engine, the '15 model has dual-overhead camshafts, four valves per cylinder, liquid cooling, EFI with oxygen sensors and ride-by-wire throttle.

