



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

**INDIAN 1920 SCOUT 600CC 2 CYL SV**



**SOLD**





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### PRODUCT DESCRIPTION

#### **Indian Scout 1920 596 cc side valve V-twin frame & engine # 51 R 748**

After WW I the Indian factory decided it was time to market a somewhat lighter model than the 1000cc Powerplus.

The new model, designated "Scout", was designed by Charles Franklin and it created a sensation when brought out at the end of 1919. The strong points of the new design were easy handling, lightness, ample power for the 1920s roads and unbeatable reliability.

The engine was essentially a scaled-down version of the well-proven PowerPlus that had also been designed by Franklin.

The engine had a modest cubic capacity but the 11 HP power output was relatively high because of the large valves that were used.

The new middleweight was also appealing to the prospective motorcyclists who were put off by the usual heavyweight big twins. The Scout features a semi-unit construction power plant with a 3-speed transmission bolted on to it.

Primary drive is by a set of helical gears that are enclosed in a cast aluminium cover and run in an oil bath. The clutch is foot-controlled.

Bore and stroke are 70x78 mm. The oil tank holds about 3 litres, the petrol tank 11.

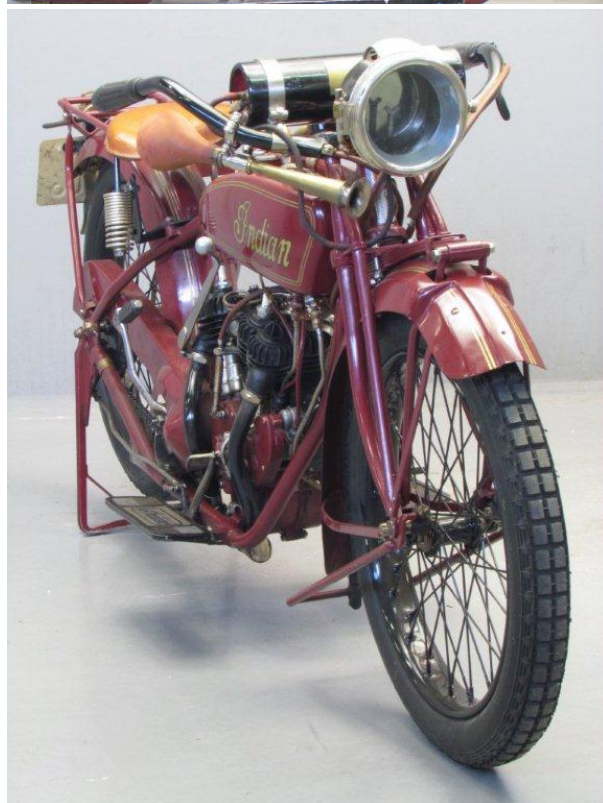
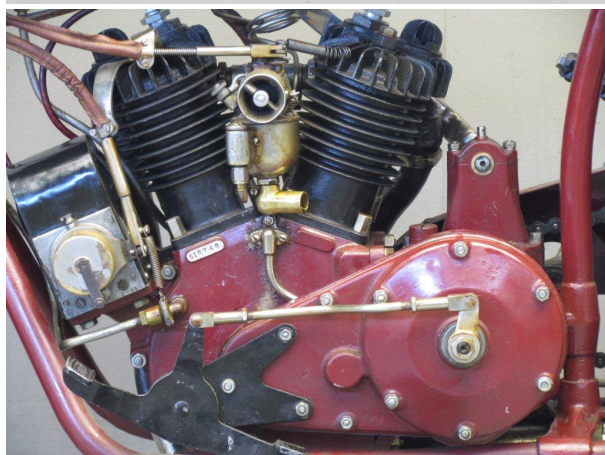
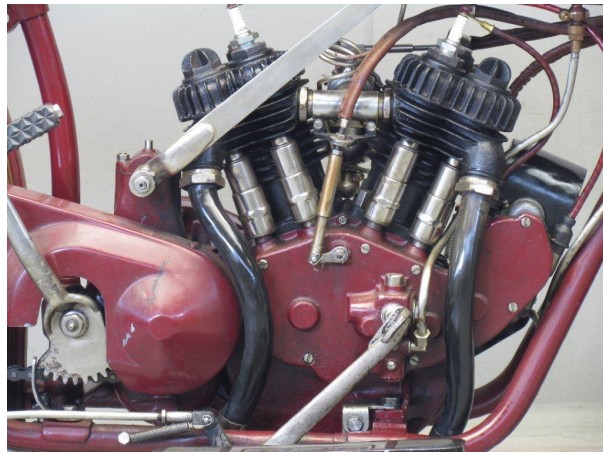
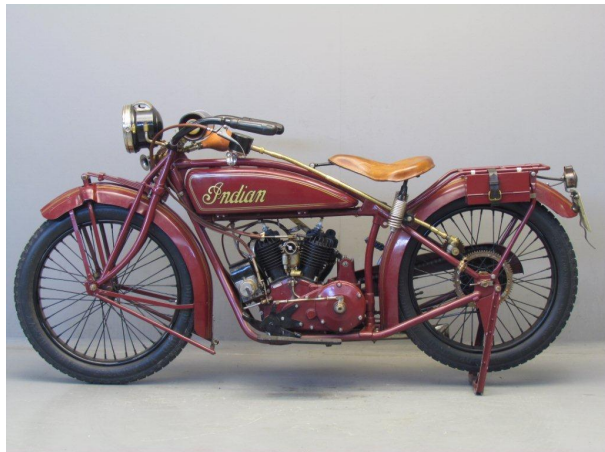
Top speed is approx 85 km/ hour. Stopping power is provided by two brakes working on the rear wheel, an internal expanding one inside the rear drum and a contracting band brake that works on the outside of the drum.

1920 Scouts did not have electric lighting, that was only available from 1921 onwards.

This practical ( low-built) Indian is an older restoration and a fine runner.



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