



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

INDIAN 1928 101 SCOUT 600CC 2 CYL SV 2806



SOLD





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PRODUCT DESCRIPTION

Indian 1928 "101" Scout 600 cc side valve V-twin engine # DG1387

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

The new model was labelled "Scout" and it created a sensation when brought out in 1920.

The strong points of the new design were easy handling, lightness, ample power for the 1920s roads and unbeatable reliability.

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. In 1928, Charles Franklin, the Indian engineer and former racer responsible for the original Scout, tweaked the design to create the 101 Scout.

It incorporated a number of changes prompted by real-world racetrack experience with the original Scout, including a stronger frame, better suspension and steering, a 3-inch increase in wheelbase, increased fork rake, a low, 26¼-inch seat height, and a front brake.

The new model was available in 600 cc and 750 cc capacities.

Unfortunately, though, the 101 Scout had a relatively short production run: it lasted a mere four years in the Indian line-up until the depression forced the company to find ways to cut production costs.

One way Indian did that was by putting the 750 cc Scout engine into the larger Chief frame, beginning in 1932.

The result was a bike that was bigger, heavier, and, many would argue, not as capable as the 101 was; many Indian enthusiast consider the 101 as the best Indian ever built. Stability is such that the machine can easily be steered into a side street by applying knee pressure only, hands in your lap.

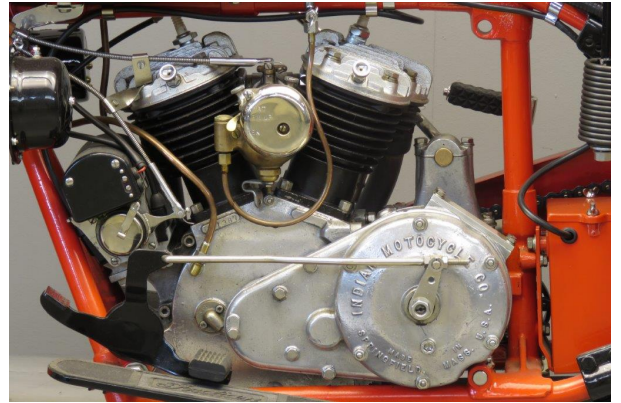
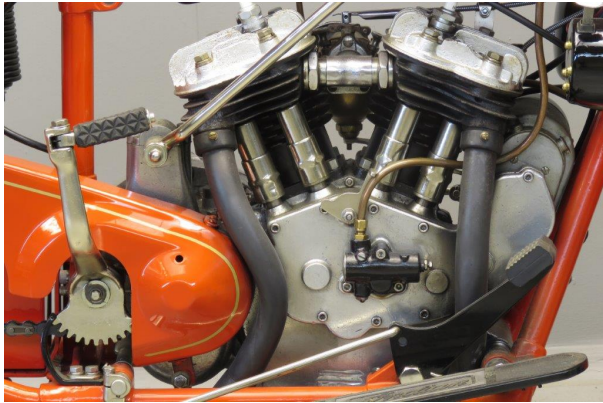
No wonder wall of death riders chose the 101 as their favourite mount!

This machine has been very well restored and is a great runner.

She comes complete with Indian Corbin speedometer and rear mirror.



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