



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

INDIAN 1928 101 SCOUT 750CC 2 CYL SV 2611



SOLD





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PRODUCT DESCRIPTION

Indian 1928 Scout "101" 750 cc side valve V-twin engine # CGP 668

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 enthusiasts 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.

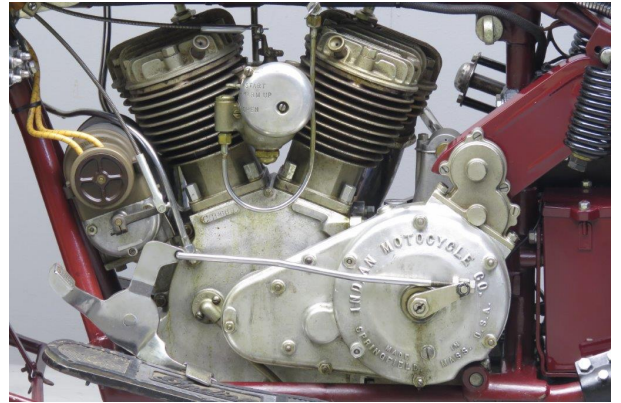
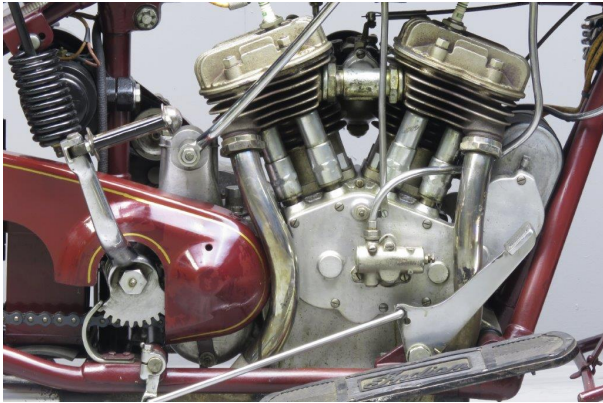
No wonder wall of death riders chose the 101 as their favourite mount!

This machine has been restored a number of years ago and is a great runner.

She comes complete with Corbin speedometer and – very special! – a child's seat in front of the saddle.



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