



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

INDIAN 1929 101 SCOUT 750CC COMBINATION 2 CYL SV



**SOLD**





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### PRODUCT DESCRIPTION

**Indian 1929 Scout "101" 750 cc side valve V-twin & sidecar frame # 6A80405A engine # DGP 6765**

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.

Unfortunately, though, the 101 Scout had a much shorter production run than the original Scout. The model 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 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.

For the 1933 model year Indian introduced dry sump lubrication and this machine has cleverly been updated to this more efficient way of oiling the engine parts.

The total loss pump has been replaced by a 1933 type dry sump device, possibly with the use of a sidecar in mind.

This well-fettled combination has been restored a number of years ago.  
Note the Corbin 130 km/h speedo and the steering damper, both useful accessories.



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