



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

INDIAN 1929 SCOUT 101 596CC 2 CYL SV 3107



SOLD





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PRODUCT DESCRIPTION

Indian 1929 Scout "101" 596 cc side valve V-twin engine # DG3677

When presented for the 1920 model year, the new Scout created a sensation among the motorcycle fraternity.

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 101 was available in 600cc and 750cc versions, the latter being the most popular because of its extra power and stamina.

Unfortunately, though, the 101 Scout had a relatively short production run.

The model lasted less than 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.

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

The 101 we present here is in good running condition.

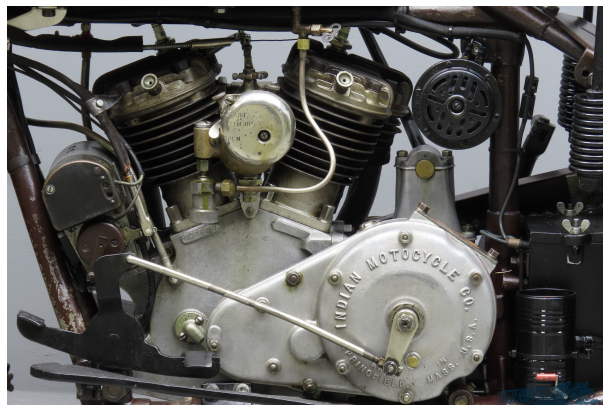
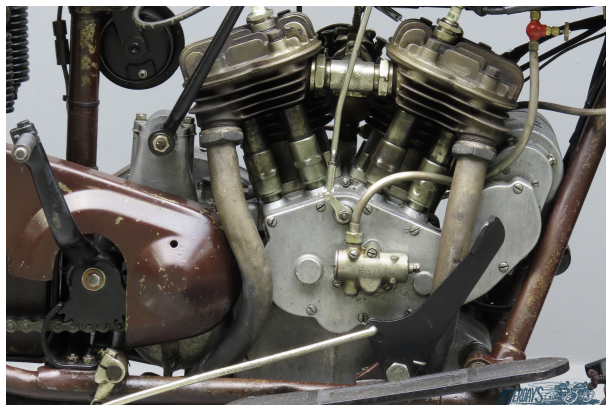
She is an older restoration that is a bit weathered and has the pleasant patina that suits an almost 100-year old machine.

Magneto and dynamo are high quality Bosch products; many Scouts meant for export were equipped with Bosch instead of Splitdorf equipment.

There's a practical jiffy stand on board and she is road-registered, so ready for countless pleasant miles or kilometres.



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