



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

INDIAN 1929 SCOUT 45 SERIES 101 750CC 2 CYL SV 3302



**SOLD**





## ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

### PRODUCT DESCRIPTION

#### **Indian 1929 "Scout 45 Series 101" 750cc side valve V-twin frame & engine # DGP 6819**

In 1928, Charles Franklin, the Indian engineer and former racer responsible for the original Scout that was brought out for the 1920 sales year, 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. 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. No wonder wall of death riders chose the 101 as their favourite mount! Scouts used for the home market were equipped with Splitdorf magneto in front of the engine and dynamo clamped to the seat post, but many (or all?) machines for the European markets had a combined Bosch magneto-dynamo placed in front of the engine.

This 101 is in largely original condition, still proudly showing most of the factory red finish. Some 3000km ago the engine has had a complete overhaul. She comes complete with lighted 130km Corbin speedometer and original dashboard with amp gauge and light switch.



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

