



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

INDIAN 1930 101 SCOUT 750CC 2 CYL SV



**SOLD**





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### PRODUCT DESCRIPTION

**Indian 1930 Scout "101" ca. 850 cc side valve V-twin frame# 235D9 engine # EGP 1630**

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.

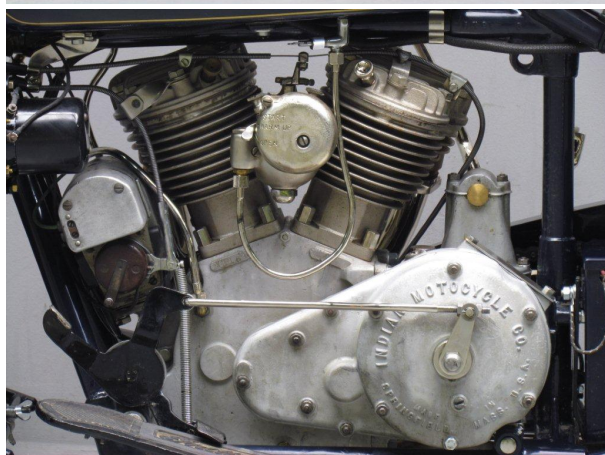
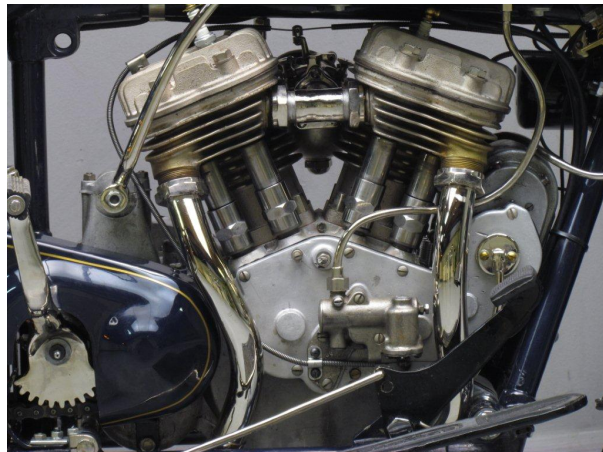
One way Indian did that was by putting the Scout engine into the larger Chief frame beginning in 1932. The result was a bike that was bigger, heavier, and, many would argue, not as capable as the 101 was; many Indian enthusiast consider the 101 as the best Indian ever built.

Stability is such that the machine can easily be steered into a side street by applying knee pressure only, hands in your lap. New for 1930 were a larger headlight and the possibility to order the machine in another colour than red.

This machine has been mildly tuned with Bonneville camshafts and the capacity has been enlarged to about 850 cc.



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