



ANTIQUE MOTORCYCLES - ACCESSORIES AND RELATED ITEMS

INDIAN 1937 SPORTSCOUT 746CC 2 CYL SV 2912



SOLD





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PRODUCT DESCRIPTION

Indian 1937 Model 637 Sport Scout with stroked 741 engine 746 cc side valve V-twin frame # 637839 engine # GDA35270

In 1932 two new lightweight twin cylinder models are introduced, the 750 cc "Motoplane" and the 500cc "Pony Scout" which will later be renamed "Junior Scout".

The Motoplane is marketed as a light and simple low-cost sports machine that can be entered in various types of competition events by an owner-rider.

The engine is basically the time-tried 101 engine but with the marked improvements of better designed cylinders and dry sump oiling.

The Pony Scout is intended as an economical utility machine.

Both types are basically designed as resurrected Prince models, utilizing many Prince cycle parts as well as the Prince clutch and gearbox.

The Motoplane aims for the more sporty type of Indian rider, who is not satisfied with the heavy Standard Scout that has superseded the much lamented 101 model for 1932.

However, frame and forks of the Motoplane prove to be too light for the lively engine so it is decided to design a much stronger rolling chassis around the 750 cc engine.

This new "Sport Scout" is introduced in 1934 and it will become a very successful model for Indian, remaining in production till 1941.

The Sport Scout has a distinctly European look with its diamond frame and girder forks and is a handsome machine with its streamlined mudguards.

This specimen has been restored with a view to making it suitable for long distance touring: improved front brake (1982 Honda XL 500), more sturdy Greer clutch, Bosch dynamo and special oil filter are some of the new features to improve the bike's durability and reliability.

There's also electronic ignition on board, but the original connections on coil and condenser have been preserved.

The power source is special too: it's basically a 741 engine that has been modified by fitting a H-D 750 cc crankshaft and enlarging the bore.

The 500 cc 741 engine is a detuned version of the Sport Scout engine and the crankcases, main bearings and transmission are suitable for use in a Sport Scout.

The standard bore of the 741 is 63,5 mm and there is enough "flesh" in the cylinder to enlarge the bore to 70 mm.

In combination with the H-D crankshaft's stroke of 97 mm this results in a reliable 746 cc engine.

This well-engineered and excellently finished Sport Scout with current Dutch registration has shown its reliability in various long distance travels through Europe.



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