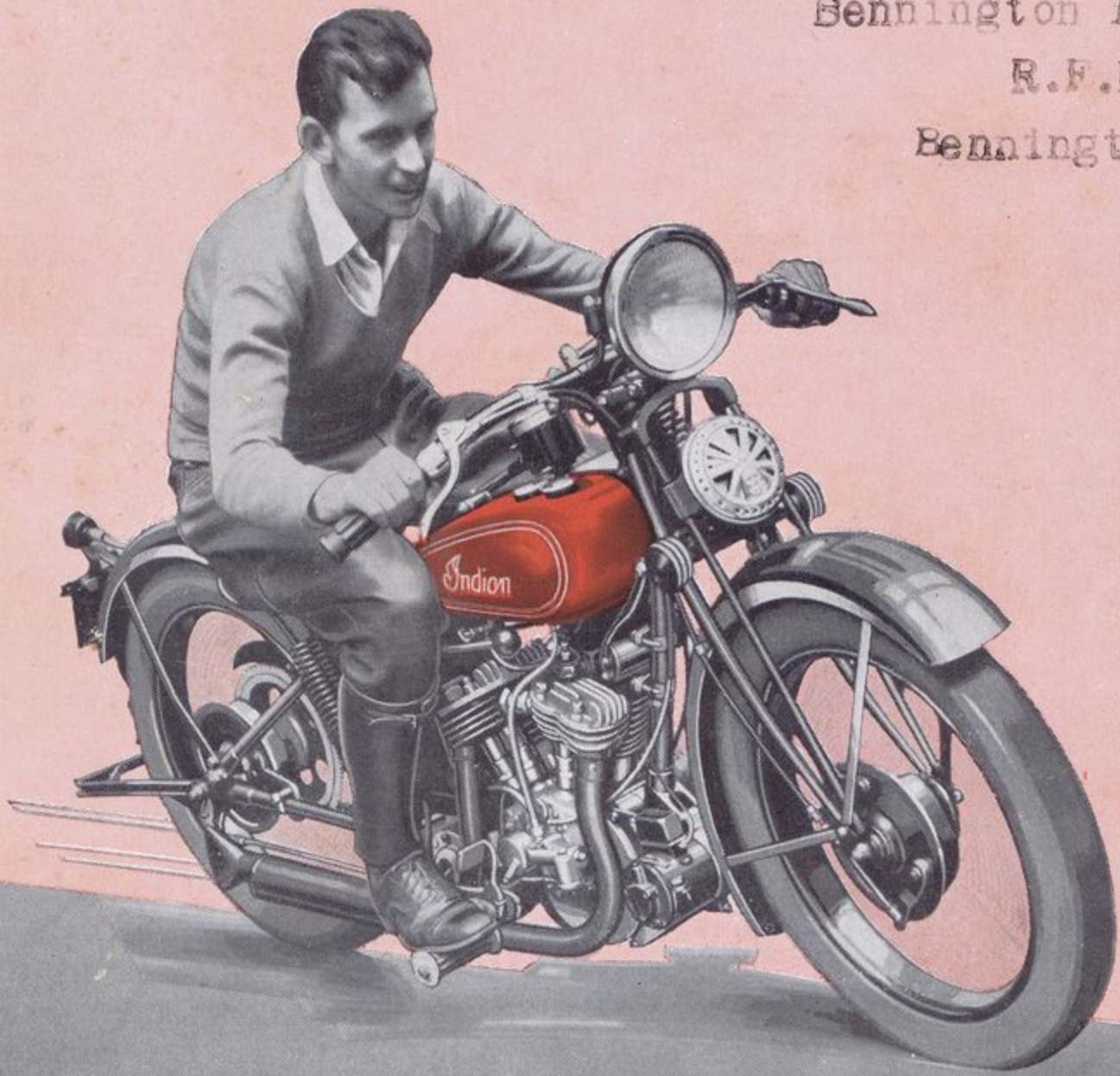


Now!



# The *Indian Scout* PONY

Bennington Indian Sales  
R.F.D 2  
Bennington, Vt.



**LOWEST PRICED TWIN IN AMERICA**

[Barnstormers.co.nz](http://Barnstormers.co.nz)

# Motor to Work . . .

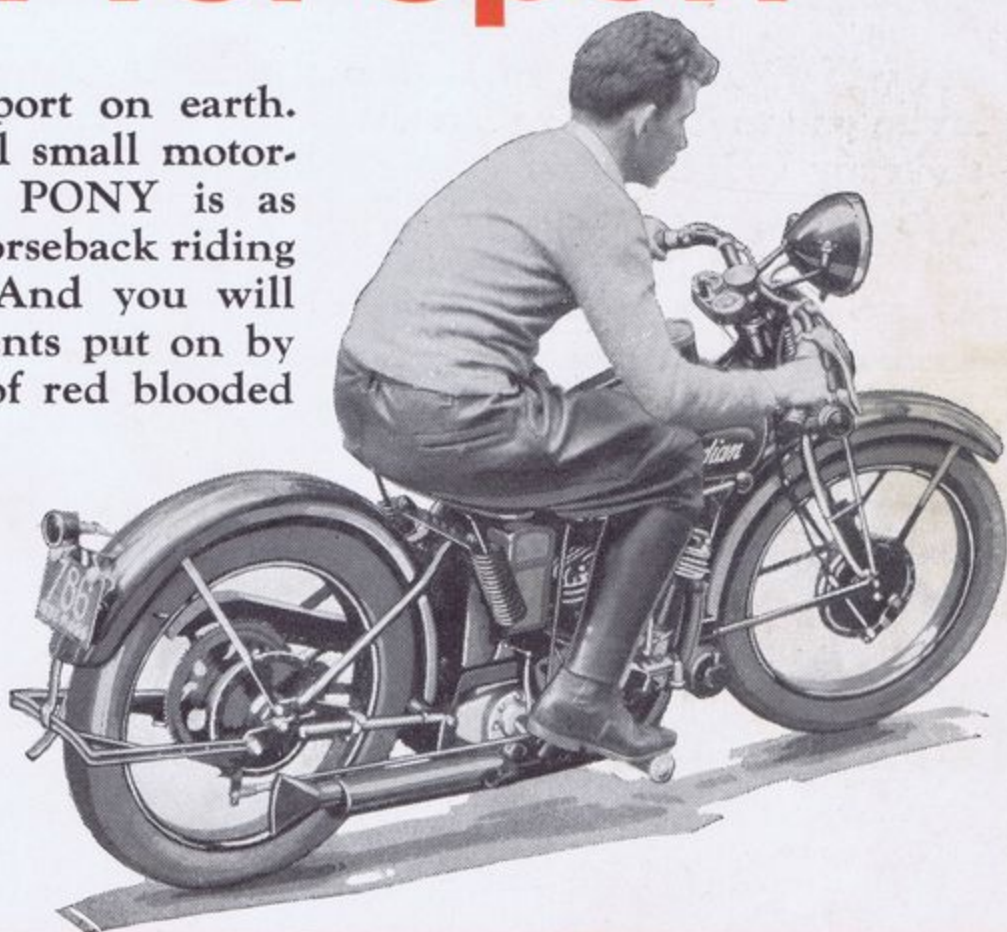


Say goodbye to stuffy trolleys — or to that great gas-eater that costs so much to drive back and forth to work. When work is done just swing your leg over the Scout PONY, and motor homeward, leaving your friends jostling and shoving in the crowded trolley, or spending needless money on high cost transportation. With the Indian Scout PONY you can motor to work and back, or into the country for your holiday trips — and save money every mile, for the Scout PONY operates at a fraction of the cost of carfare.

**65  
MILES  
PER  
GALLON**

# or Motor for Sport

Motorcycling is the greatest sport on earth. Controlling a speedy, powerful small motorcycle like the Indian Scout PONY is as invigorating and healthful as horseback riding — and twice as much fun! And you will like to attend the sporting events put on by motorcycle clubs and groups of red blooded outdoor enthusiasts. All season long there are hill climbs, race meets and other forms of motorcycle sport, where you can see, and ride with, the great champions who have blazed their way to fame in this greatest of all sports on wheels.



# Model 503 Specifications

**BRAKES:** Front wheel brake: Indian two-shoe internal expanding type, operated by hand lever. Rear wheel brake: Indian two-shoe internal expanding type operated by foot pedal. Total braking surface 25.5 square inches.

**CLUTCH:** Multiple disc dry plate type, adjustable to desired tension. Hand lever or foot control optional.

**CONTROLS:** Indian "Twist - of - the - wrist" type. Throttle, left grip; spark right grip. Cables enclosed in handlebars. Casings covered with leather.

**DRIVE:** By roller chains, double row chain from motor to transmission, 5/8 x 1/4" chain on rear drive. Both chains independent and adjustable. All chains enclosed in guards. Motor sprocket - 15 teeth; clutch - 38 teeth; countershaft - 18 teeth; rear wheel - 39 teeth. Gear ratio 5.48 to 1.

**ELECTRIC SYSTEM:** Current for head light, tail light and horn furnished by Auto-Lite Generator through special Willard 6-volt, 24 ampere hour battery. Ammeter and combination ignition and lighting switch contained in lighted instrument panel mounted on handlebars.

**FINISH:** DuPont DuLux, Black with Red tank standard; special colors at extra cost.

**FORK:** Indian truss-type, spiral spring suspension.

**FORK DAMPER:** Indian friction disc type. Hand wheels both sides of fork.

**FRAME:** Keystone type, two sections, constructed of heavy gauge reinforced tubing. Exceptionally low saddle position.

**GUARDS:** Large one-piece steel construction with ample wheel clearance.

**HANDLEBARS:** Semi-sport type, with handlebar integral with stem.

**IGNITION:** Indian Battery Ignition Unit, comprising high tension coil and circuit breaker.

**LUBRICATION:** Automatic adjustable pressure feed, throttle controlled, direct to crankshaft and thence to connecting rod lower bearings. Alemite fittings at all necessary points.

**MOTOR:** Two cylinder 42° "V" type, air cooled, bore 2-1/2", stroke 3-1/16", 30.07 cubic inches displacement. Cylinder; L head. Removable head. Valves: Indian side-by-side poppet type. Pistons: Aluminum alloy. Pin: 3/4" diameter. Connecting rods: Selected drop forged steel, specially heat treated. Bearings: Crank bearings roller, main bearings roller and bronze.

**MUFFLER:** New Indian muffler, quiet and provided with thru valve.

**SADDLE:** Indian semi - bucket type. Adjustable.

**STARTER:** Indian gear and sector type, mounted on transmission case.

Adjustable spring tension on sector.

**STEERING DAMPER:** Indian friction disc type. Hand wheel on top of handlebar.

**TANK:** Two piece, covering frame top tube. Reserve gas supply, provisions made for speedometer head. Capacity: 1-7/8 quarts oil; 2-5/8 gallons gas.

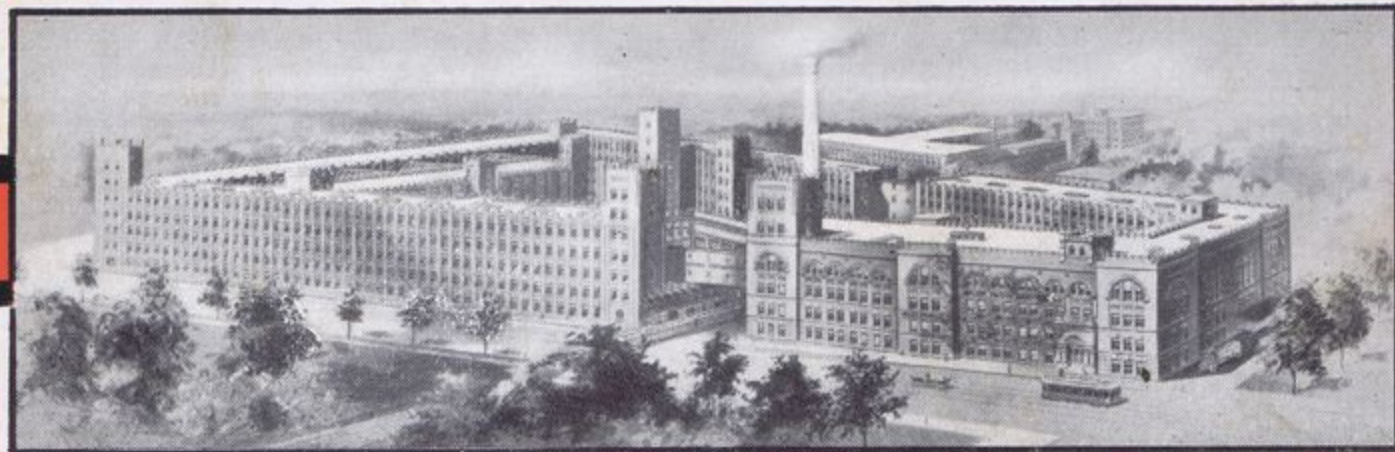
**TIRES:** 18" x 3.30", clincher type.

**TRANSMISSION:** Three speed, progressive sliding type.

**WEIGHT:** 315 pounds.

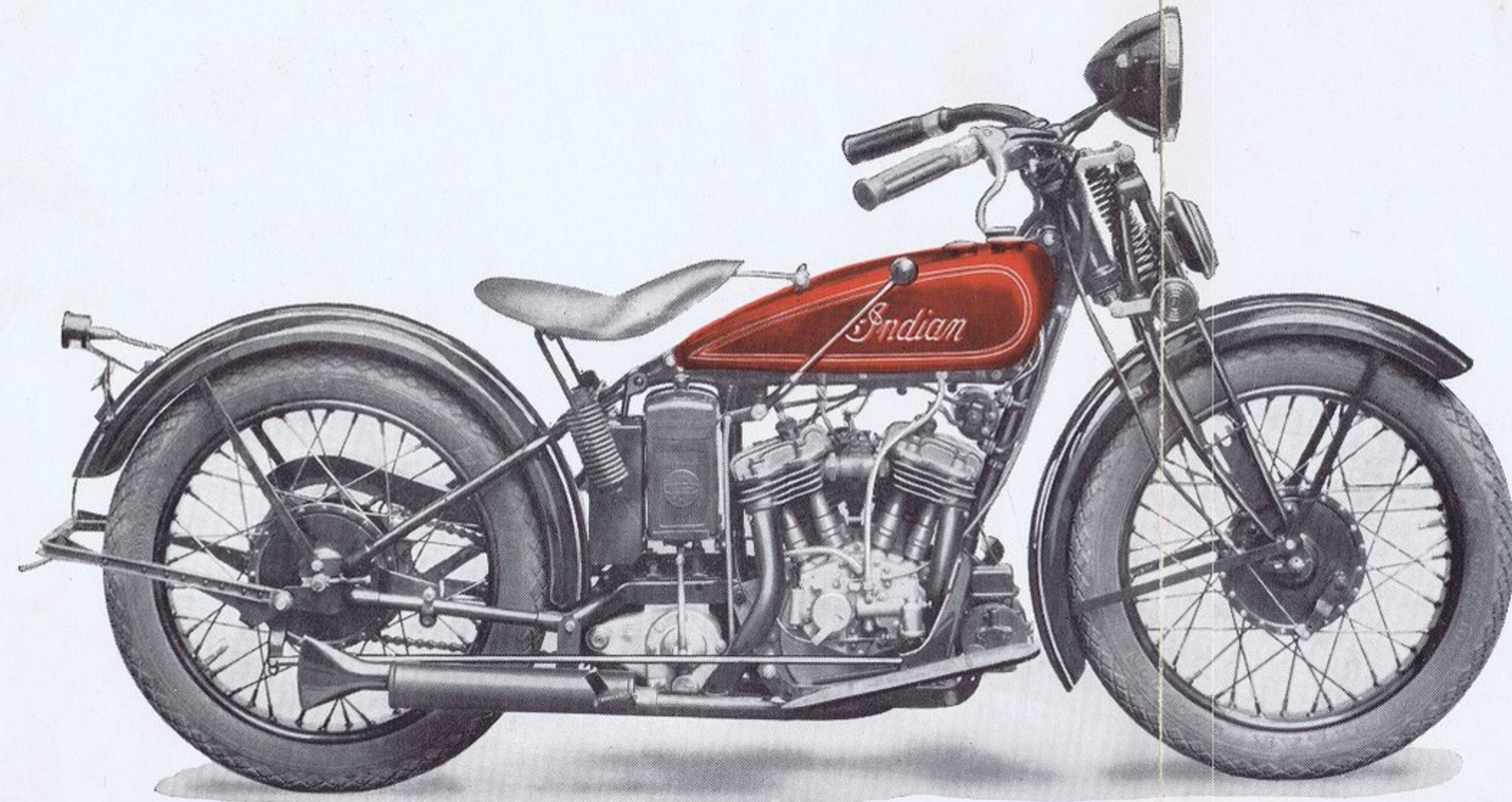
**WHEELS:** Wire wheels, 18" CC rims, 40 spokes front and rear.

**WHEELBASE:** 52-1/2 inches.



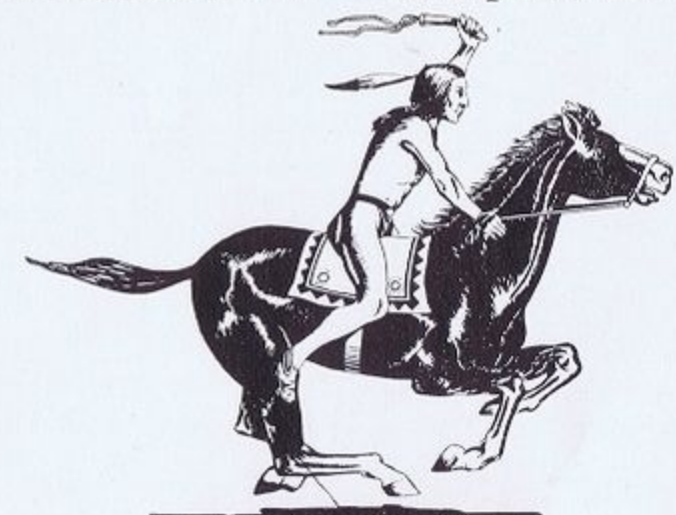
**INDIAN MOTORCYCLE COMPANY**  
SPRINGFIELD MASSACHUSETTS

# The Indian Scout PONY



The new Scout PONY is light in weight, easy to handle, economical to run—yet is every inch a he-man's motorcycle, and every inch an INDIAN in performance, appearance, and engineering perfection. On the road, the new Indian Scout PONY will surprise even the most experienced motorcyclists by its smoothness, its comfort, and its altogether delightful acceleration and speed capabilities when the throttle is opened.

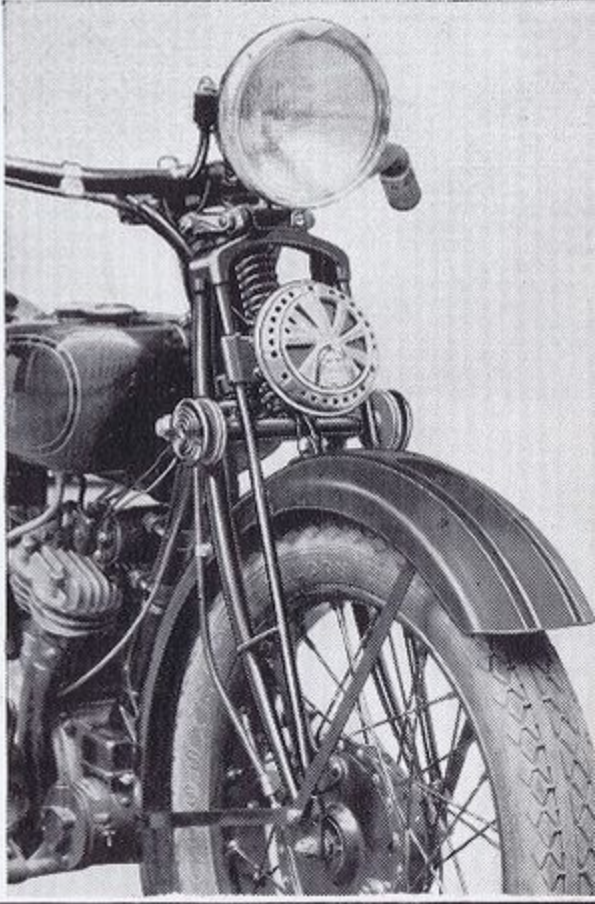
Here is the answer to the public's demand for a medium weight, easy to handle small twin which will do everything a big machine will do—at a price which brings it within reach of new thousands of sporting enthusiasts.



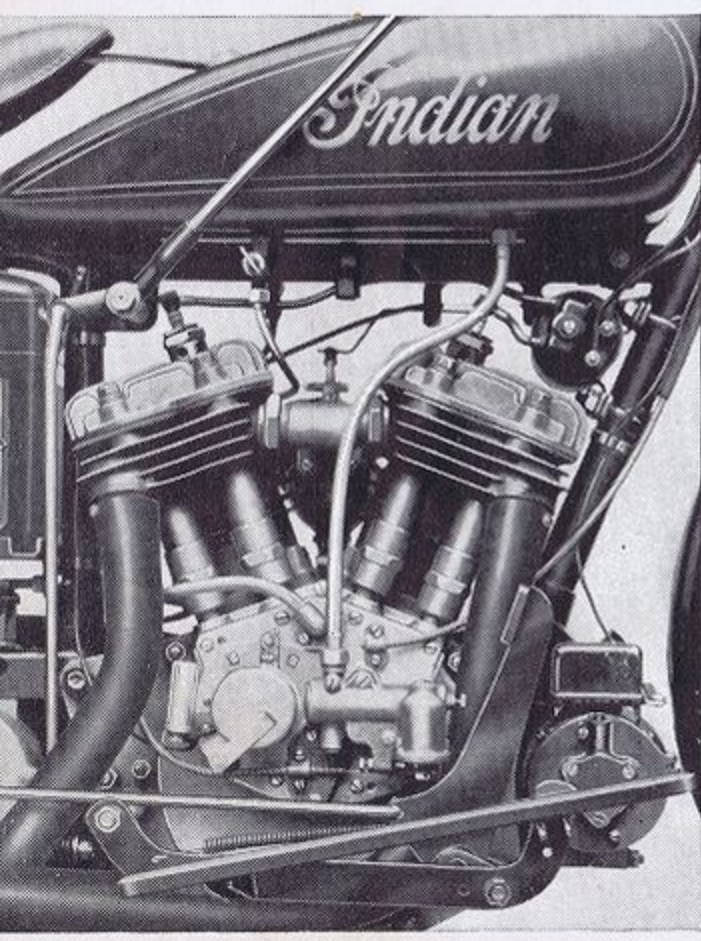
## FIRST WITH RIDE CONTROL

Just as Indian has been first with many of the mechanical improvements which are today standard on all motorcycles — so is INDIAN first to come forth with a low priced twin which just bristles with new features in design which place it years ahead of its time. This Indian Scout PONY is fitted with a RIDE CONTROL front fork, easily adjustable to suit road conditions as you ride. A handy steering damper, and hand adjustment wheels on the fork sides, are in easy reach of the rider's hands as is shown in the illustration at the right.

THROUGHOUT, THIS NEW INDIAN FROM THE WIGWAM WILL BE FOUND TO EMBODY THE SAME EXCELLENCE OF EQUIPMENT — AND THE SAME FINE POINTS OF DESIGN WHICH ARE BUILT INTO THE HIGHER PRICED MACHINES.

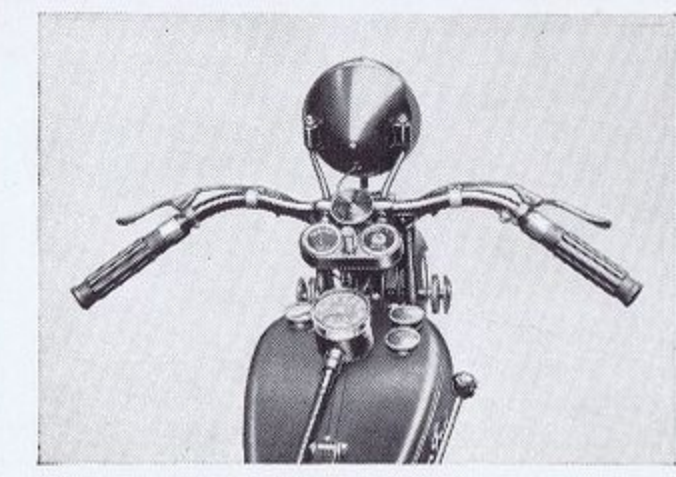


## A Compact Medium-Weight Twin with a Mighty PUNCH!



### Rugged Twin Cylinder Engine

The Indian Scout PONY is equipped with the compact, powerful twin cylinder engine illustrated at the left. This engine, like its famous larger brother, the Indian Scout, has real stamina, reliability, and smoothness built into it and offers a most unusual power output. It has removable cylinder heads, aluminum alloy pistons, large oversize bearings throughout, and battery ignition. Drive from engine to a rugged three speed gear box is by a heavy-duty double-roller chain, operating through a generously sized dry plate clutch. Final drive to rear wheel is by regulation roller chain. This powerplant is housed compactly, as shown, in a frame of the Keystone type, constructed of heavy gauge reinforced tubing. Because of the design of this frame, an exceptionally low saddle position is afforded.



Above are shown the beautifully shaped streamline saddle tanks, with reserve fuel supply, the neat sport handlebars which are supplied optional at no extra charge, the long convenient gear shift lever, and the handsome instrument panel containing combined ignition and lighting switch, ammeter and instrument light.

## What the Indian Scout PONY WILL DO...

WORLD'S  
OUTSTANDING  
MOTORCYCLE  
VALUE

**\$ 225 00**  
COMPLETE  
F.O.B. FACTORY

What a motorcycle will DO on the road shows what it really IS. That is why we invite you to judge for yourself the exceptional value incorporated in the new Indian Scout PONY, as shown by its performance on the road. HERE IS WHAT THE Scout PONY WILL DO.

OVER 70 MILES AN HOUR



ACCELERATION FROM 5 TO 50 M.P.H. IN 9 SECONDS



OVER 65 MILES ON  
A GALLON



RESERVE POWER  
FOR STEEPEST HILLS