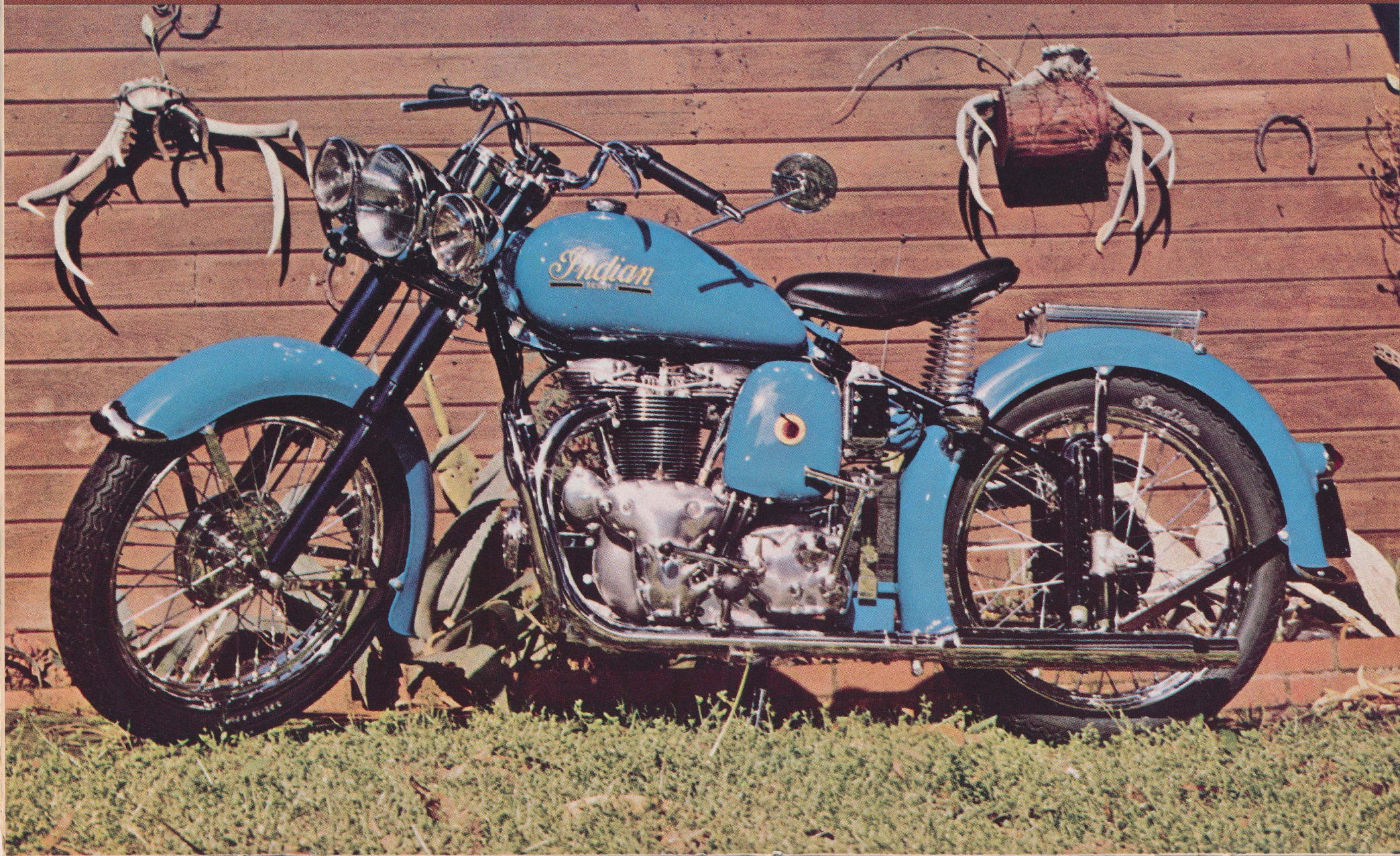
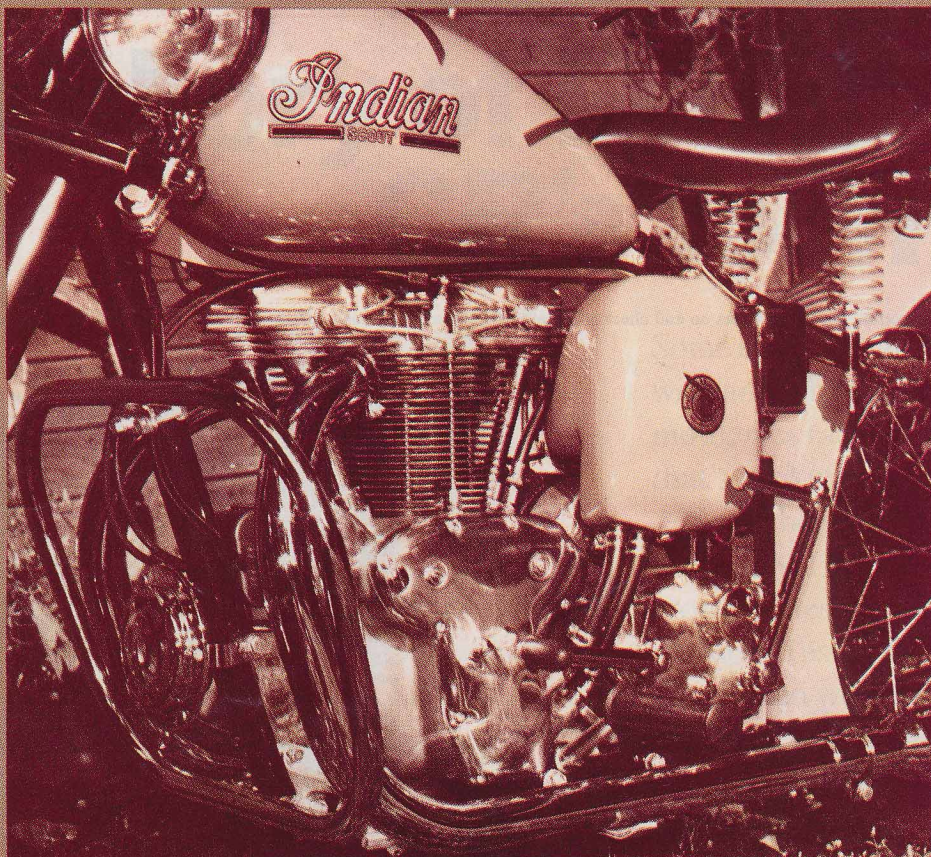


**GENE GRIMES'
1949 INDIAN SCOUT**

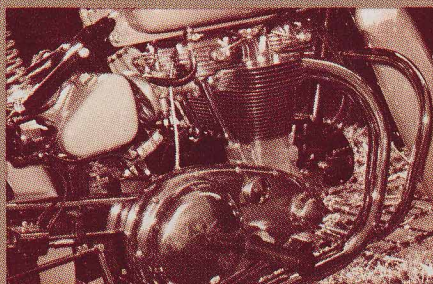




Nostalgic Gene Grimes of Oakland, California became interested in restoring an old Indian Scout about one-and-a-half years ago. Indians being hard to find, Gene started looking in the San Francisco Bay Area classifieds. What he came up with after a lot of searching was a 1949 (model 249) Indian Scout, complete, but in very unshow-like condition to say the least. Since 1949, only 3500 original miles were put on its speedometer; 3000 when the machine was new (the Scout then went directly into storage). The other 500 miles were put on it in 1963 before being re-mothballed again. After acquiring it in 1971 (via the want ads), Gene stripped the Indian Scout's fenders, forks, tank and frame and had them sandblasted clean before applying Robin Egg Blue enamel with black frame and fork stock trim. He then went to restoration work on the 500cc engine and transmission. Needing rebuild parts, Gene painstakingly corresponded with Indian parts herders all over the U.S.—finally rounding up enough precious, mint tranny and motor parts to complete the powertrain renewal in a few months. Incidentally, all his Indian Scout's accessories are original Indian equipment: spot light bar, rear fender rack, fender tips, tires, battery, rear view mirror and crash bars. Also, all were rechrome-plated by Esposito Plating Company of Oakland. The electrics were next on the rebuild list. After much patient rewiring, sweat and midnight oil burning, the circuits

A GOOD SCOUT

A RESTORATION THAT RUNS
AS GOOD AS IT LOOKS.



PHOTOGRAPHY BY JACK HERN

were completed; the Indian Scout was ready to be fired up! Gene gave his highly prized possession a thorough once over inspection, hopped aboard, and, after three strong kick prods, his model 249 Indian rumbled gingerly to life. According to Gene, his restored Scout ran like the proverbial dream and handled as good as any modern motorcycle that he has ever ridden. He's very proud of his major attempt at restoring,

and rightly so, judged by the impressive perspectives on these pages. Furthermore, Gene is a charter member of the Classic and Antique Motorcycle Association of California. This Association categorizes the Indian model 249 Scout in the motorcycle "Vintage Classic" class for the purposes of cycle show judging. But don't let this "ancient" classification fool you, the basic model 249's dimensions are anything but obsolete. Look at these modernistic specifications: Rugged, air-cooled parallel twin, overhead valve four-stroke powerplant with 2.38-inch bore, hefty 3.00-inch stroke and 26.6 cubic inch total displacement; agile 53.5-inch wheelbase and super-light 280-pound dry weight! Also, note the present-day looking telescopic forks, stressed single-downtube cradle frame and dual spring suspended solo seat. The only throwback to yesteryear is the Indian Scout's unique rear suspension-shock-axle-frame assembly. What made custom restoration freshman Gene Grimes undertake this monumental oldie but goodie challenge, on this particular year model Indian? Being an Oakland County fireman for 25 years probably instigated his "restoring" urge. Buy why a 1949 Indian Scout? Well Gene got interested in motorized two-wheelers approximately 24 years ago and that would put him right smack in the middle of the 1949 manufacturing year...coincidentally the exact same year his Indian was made. Faith, Indian Scout-type, is what made motorcyclist Gene do it!!