

attempt was 167.910mph. Not too shabby, considering that the class record is 180mph. The V-4 would have set a record if the rear axle had not bent on a second gear shift that resulted in a handling problem at around 170mph. (I must admit I'm in awe of someone who casually talks about handling problems at 170, when the rain grooves on the freeway turn anything above 80 into a real nightmare for me.) When there is plenty of horsepower on tap — and this V-4 certainly has it — speeds of over 150 are an everyday routine. According to Ken, the only

mechanical troubles were a bent pushrod and a bad lifter at 6100rpm.

It took him three years to gather all the necessary parts and do the countless hours of machining, so a bent pushrod is nothing to worry about. The engine is made up of a combination of handmade and H-D parts. The two center cases were designed by famous engine wizard Bob George, who also built the four water-jacketed cylinders. The rest of the engine cases came from Cal Products or were used H-D cases, including the timing-gear section for

