

the left side of the engine, which had been sitting in a stream bed for a number of years. Ken cut away the flywheel housing material on the stream-bed case to leave the timing-gear cases and the oil pump intact. Both oil pumps turn in the same direction, so there is no need to retime or redirect oil flow. The left cam is a mirror image of the other. Basically, that means the left cam turns the same as the right, except that the cam gear is on the flywheel side of the timing case. All four heads are 1978 H-Ds. The transmission is a 5-speed, all hand-built out of various components, and the trans case is cast into the engine cases to keep the whole assembly smooth running. The engines themselves are approximately 150 cubic inches, so you can imagine what kind of speed the bike could put out if they were bored and stroked. But with Hilburn fuel injection and a Rajay turbo, the big inches weren't needed right now.

Well, with Bonneville behind him, Ken is looking to next year's meet for a record run and to make his V-4 a part of motorcycling's history. For me, Ken's V-4 is part of motorcycling's future.

— Wrench

