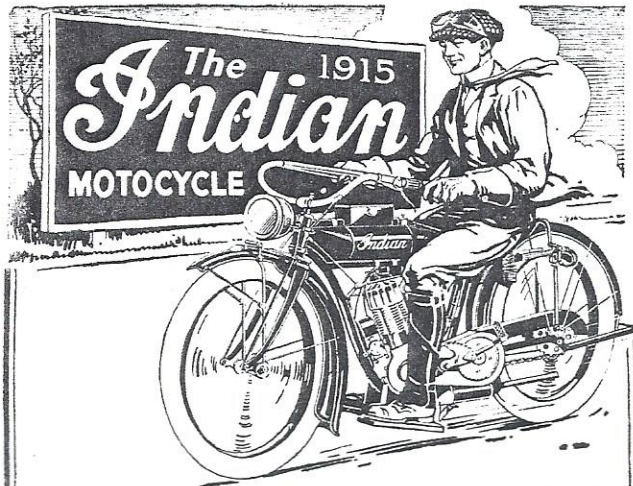


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RUST'N PIECES

Number 5 Volume 26 May, 2003



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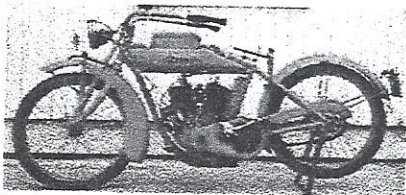
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UPCOMING EVENTS

June 20th to 22th

Manitoba Ride For Sight
contact Diane / Ivor 284-6753

July 4th to 6th

3rd annual AMCM Rally

July 10th to 13th

Moto Guzzi National Owners Club
National Rally (MGNOC)
Mt. Vernon Wshington
Richard Guthrie (206) 246-3181 or
email rtguthrie@jun0.com

August 1-3

Biggar Rally

August 24th

Breast Cancer Pledge Ride
Winnipeg to Morden
contact Tracie 233-9398
Sharon 633 2453

August 29-30

Balgonie Rally

Sept 6th

Corn Roast

Meeting Notice

Next meeting at Woodhaven Community Club

April 27th, 7:30 p.m.

Next month June 24th

Community Club contact: Anne Boyd 831-1635

Minutes of the April Meeting

The evening was great for riding & many of the 25 members who attended turned up on 2 or 3 wheels.

Star of the arrivals was Ross on his newest 3 wheeled acquisition, which had a grand total of 20 km on the clock. The Honda clone (just joking, I can't spell Harley D.....) certainly was a sight to behold – very niiaiiiiiiiiice.

2 guests, Bill & Kevin, from the HD riders O/C were present, complementing the good turn out.

The gavelless “Mod” opened the proceedings with comment on upcoming events & rides to southern Manitoba. Need to confirm dates for club ride locations & meeting points

As Sec the main item for discussion was the rally. Need the usual volunteer (pressgang0 to mow etc.

A brief report on my trip to Jolly Old & brought pics back for the club of the bikes in the Pioneer run which celebrates bikes built pre 1914 .The bikes have to complete the run from London to Brighton under their own steam & considering a lot of these are direct drive (no clutch) its no mean feat if you see the traffic they have to encounter nowadays.

Our trusty Treasurer reported we now had 42 paid up members & funds were up \$1000 including the 6 rally applications received to date. (Hopefully we get some more!!!!!!)

Ed reported on the MAAC meeting he attended where in the calendar of bike events they had failed to include our event yet again.

Ed invited their Pres Bob Chavalla (apologies if I misspelled his name) to attend our meet to outline what MAAC were working towards achieving insurance wise etc but unfortunately he was otherwise engaged for this meet. Better luck next time.

Our hard working Property Manager brought in some jackets for consideration. Whilst the new logo needed a bit of work to make a clear print, many there booked jackets of 1 type or another. Many thanks to the amateur models who proudly displayed the wares for all to see.

Jacket types & prices were Melton \$140.00, Rugged Ridge 59.90, Tracker \$59.45 & Summit \$52.50. Hats are \$8.00. All prices included logo.

The guests from the HD Riders O/C advised us of their annual show & shine to be held at the Marion Hotel on 15th June. They will have classes for antique bikes of other makes & persuasions if we confirm we will attend. Entry fee is \$2.00 with all profits going to charity.

Gate opens at 10.00 am with show officially running from 12.00 to 6.00 p.m. A Dyno will be available if anyone is so inclined.

Ross gave a brief report on a new community centre to be built in Headingley. It will also house Jim Pern's collection in 5000 ft² of space .he is looking for other suggestions for other items to complement the said collection.

Bill advised that he is no longer at risk of being ticketed on some roads in Saskatchewan as they have raised the speed limit beyond the reach of the trusty automatic!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!(Just a little fun – JT). Also advised that Belgonie is on Aug 29 – 30th & Bigger is Aug 1 – 3rd.

Mike the book issued a list of the contents of our library & if I remember I will issue copies at the next meeting. Alternatively it could be mailed out with the next mag. (if I actually get round to issuing the minutes – another whipping required to get me back into shape)



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May Minutes Continued

Mike the book issued a list of the contents of our library & if I remember I will issue copies at the next meeting. Alternatively it could be mailed out with the next mag. (if I actually get round to issuing the minutes – another whipping required to get me back into shape)

As everyone was now in a state of caffeine withdrawal a quick departure to the nearest Tims was organized. – Badly as it turned out as some of us thought we were off to Robins. Easy mistake – again my humble apologies to those who followed my misguided directions,
Thus ended the gathering, confused as ever

John T.

Glen

Karen



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(Part Two of Three)

Building 90° Offset-Crankshafts for Triumph Twins

Part Two: Timing, Other Cranks, Cams and a Road Report

by Geoff Collins

Timing

There are three ways to do it, each one has its advantages. It is possible to modify a Trident points plate to get the required offset between points (inexpensive), modify a Boyer-Brandsen ignition system (more reliable) or buy a Lucas Rita system that is designed for a 90° offset crank through SRM Engineering in the UK (no modifications required). The first way is cheaper but false economy with the variations in fuel quality and auto-advance units. With so much spent on building the crankshaft and cams I chose to modify a Boyer-Brandsen system, using drawings they provided, two separate ignition units and a modified pickup plate with four pickups. Another fixture was built to properly locate the new pickups on the stator plate.

At first I built a unit with two pickups, one in the normal position and the other 225° later. This system did not produce a large enough current to trigger the Boyer ignition unit so another stator was built with two pickups in the standard position (timing side) and two other pickups mounted 45° clockwise from the timing side pickups. Figure 1 shows the modified stator with 4 pickups, each pair feeding a separate analogue Boyer ignition box. This method also works on pre-unit engines when using the Kirby Rowbotham magneto replacement kit.

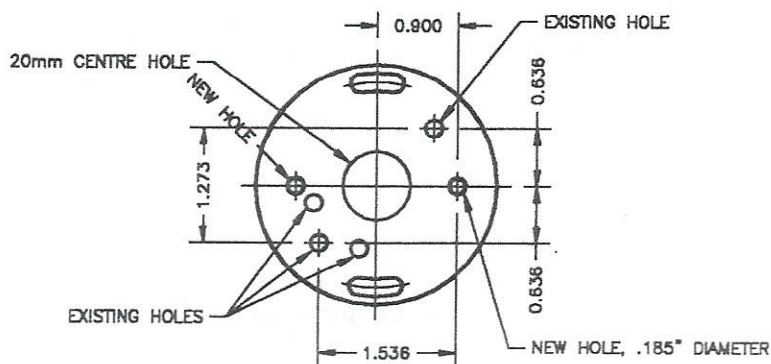


Figure 1 – Boyer-Brandsen stator diagram for four pickups

Norton & BSA Cranks

Since this project started I have developed other methods for building Norton and BSA cranks.

A complete new flywheel is constructed for a Norton crank using extra location holes to accurately locate each crank half. Counterweights are welded to the new flywheel opposite the big end journals. Blanking are welded over the large open crank journal holes after the oil hole between journal chamber is drilled. The flywheel is stress-relieved then holes are tapped for the sludge trap plugs – the tool steel is too hard to drill or tap before stress relieving. This flywheel can be bolted or welded to the Norton crank halves but welding is recommended as the crank is far stronger. Norton cranks look to be the easiest to modify, for obvious reasons with Figure 2 showing a balanced and finished assembly. Note size of fillet welds and extra location pin.

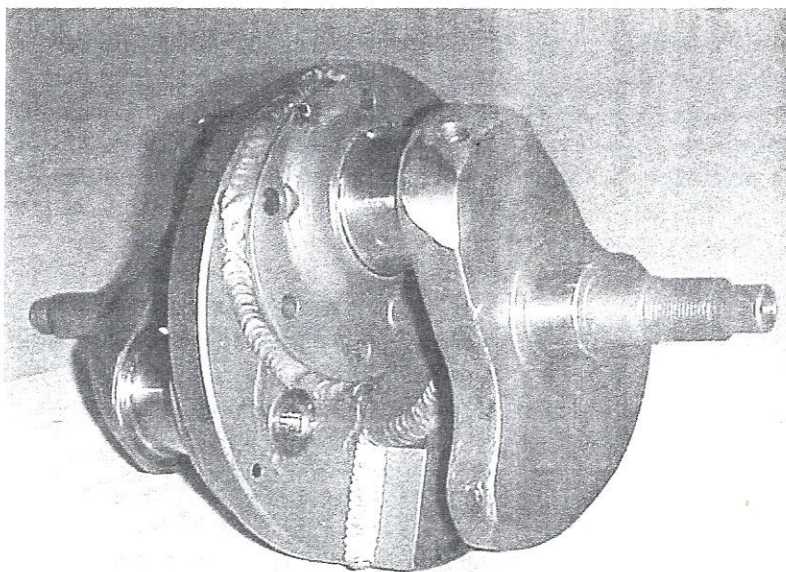


Figure 2 – Balanced Norton crankshaft showing sludge trap access points. All cranks are bead blasted and Magnafluxed

BSA cranks are built using a combination of the techniques developed for the Triumph crank and the Norton crank. Similar to the Triumph crank, the BSA crank is sawed in two and indexed using location holes that were drilled in the thin center web before the crank halves were separated. The center section is left partially hollow with a spacer-similar to that used for the Triumph crank allowing oil to get to the blind drive side journal. A new flywheel is built, similar to the Norton flywheel, then it is welded onto the BSA center web. This flywheel is a critical structural part of the new crank as the BSA center section is thin. Two small sludge trap holes are added to the (blind) drive from the center section and from the drive side "pork chop." It is recommended that the late 1970/1971 BSA crank is used as a donor as the timing side "pork chop" is .060" thicker to allow for the larger sludge trap hole used on these late cranks ($\frac{7}{8}$ " versus earlier $\frac{1}{2}$ " holes).

Triumph, Norton and BSA cranks cost about the same to modify, each for different reasons, but the BSA crank must use the timing-side roller bearing conversion to ensure adequate oil feed and take advantage of the more wear resistant timing side bearing. This modification is now being done in North America by British Cycle Supply. It is also possible to buy billet BSA offset cranks from SRM in the UK. These cranks have an increased stroke, similar to an A10 crank, requiring A70 pistons with stock barrels (750cc) or special pistons that SRM supplies for their 830 & 900cc kits. High-strength connecting rods are recommended for the big engines, available from SRM or MAP Cycle Enterprises in Florida. A BSA offset-crank bike may appear to be the most work (with timing side modification) but results in a solid engine proven in sidehack racing. There are also more off-the-shelf parts available from SRM to suit an offset-crank machine (crank, cam, big-valve heads, barrels & simple ignition system) with cost being the only limitation when going in that direction. I will report on the progress of my own BSA offset-crank project next winter using an SRM cam and my own crank.

Norton & BSA Cams

Stock Norton and BSA camshafts can be modified using another special fixture. The stock cam is split, indexed and assembled in the fixture by a micro-welder so that the hardening of the cam is not affected. Obviously, the owner must supply a good camshaft. As described in part one, a cam supplier such as Megacycle or Newman can make a camshaft to your specifications. SRM makes a camshaft that suits their 90° offset cranks as an off-the-shelf item making that part of a BSA project a lot simpler. That cam uses a full race profile that they recommend using with their large-valve head and 32mm carbs. It only costs \$50 to modify a Norton or BSA cam so it can save at least \$500 over a modified cam from another supplier.

How does it run?

A number of inquiries came in over the summer of 2002 about the first offset-crank Triumph that I built. I've put more than 1600 klics (1000 miles) on so a proper to report how its working can finally be made. Like anything that starts as a dream, much got changed along the way. There's still lots to improve on this machine but one area that worked better then expected was the engine; a 90° offset crank turns a nasty vibrating twin into a smooth highway cruiser even though the original plan was to build a lightweight city bike.

General specs:

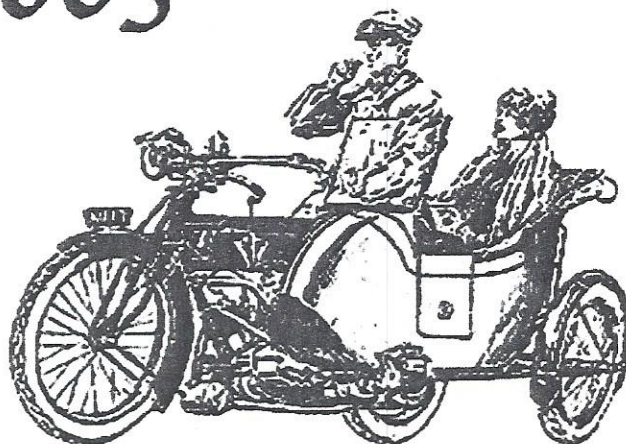
The cycle gear is considerably modified, and can be detailed in another article. A quick summary includes; a 1970 T120R frame, 1984 Yamaha RZ500 anti-dive front, single 1984 Yamaha brake caliper (2 pistons), Honda 750 front hub from a '73 Honda 750 with custom rotor carrier mounting one lightweight RZ500, flangeless WM3 x 18 alloy rim using SS spokes, stock rear hub and brake drum with lightened internals, WM3 x 18 alloy rim with SS spokes, modified 1981 Yamaha 550 Seca fairing, Honda GL1000 instruments, rounded plastic front fender, titanium skid plate, custom fiberglass seat with taillight from a 1998 Suzuki Katana. All handlebar switchgear is from a 1982 Yamaha RD350LC with a $\frac{1}{2}$ " Seca master cylinder – bike wreckers are an endless supply of inexpensive custom bike parts.

A 1968 T120R engine with a 4-speed gearbox was used as the plan was to build a city bike. Originally, a 20 tooth drive sprocket was used to lower the revs, which suited the 750cc Nikasil barrels and 8.4:1 compression pistons, but I have since changed back to the stock 19 tooth as the primary drive gearing (Tony Hayward belt running wet with alloy 14 plate clutch) drops the revs enough. A 45 tooth rear sprocket also helps. A single Amal 30mm carb is used with chrome slide, another item that makes the bike smooth.

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2003

July 4-6

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