

out. Again, you must trust it at 150 mph. So do it right!

COSMETICS

After your rolling chassis is complete, fit whatever seat, tank, and fairing you intend to use. Be forewarned, the carbon fiber TZ parts look neat but may not be legal. Stick to period pieces. The stock tank works just fine, but try to locate a race seat, as you can rest your butt up against the back as the bike's acceleration wants to push you off the back.

I use the CR-750 Honda Roadrace fairing available from National Fiberglass in Ohio. It is an easy fit and its full bubble keeps the wind off you at high speeds.

After the rolling chassis is complete, take it apart and have it painted. Powdercoated frames and Imron accessories are nice, but plain vanilla enamel is very sturdy and easy to fix later.

MOTOR

The T-500 motor in stock trim is competitive and easy to work on. Other than carbs, expansion boxes and ignition, for now you really don't need any more modifications. No other bike in your class should get the jump on you and your T-500 from a standing start. The stock motor has so much torque, that all you have to do is rev it up, dump the clutch and shift away!

IGNITION

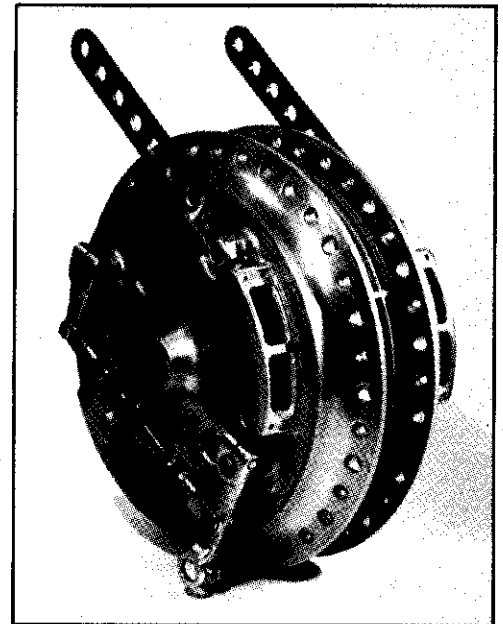
The GT-500 "pointless" magneto is maintenance-free and requires no

The venerable Suzuki 4 shoe brake stops well. At \$1,400, the magnesium Ceriani replica is similar but pricy. The example shown cost \$1,380 less at a local swap meet.

battery, but T-500 cranks won't fit it. I know of at least one that has broken off the crank nose due to high speed vibration. I highly recommend the Fesma or Motoplat transistorized magneto. No batteries or points to worry about, just push and go. If you do choose to go with the Motoplat, get their tach while you're at it. The stock cable driven tach is slow and inaccurate. Besides it needs the oil pump to drive it, and that is a part of the motor which should be discarded.

CRANKSHAFT

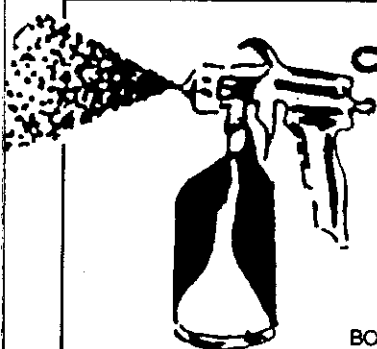
The stock T-500 crank is heavy but trouble free. After pressing it apart, do a complete race prep including new outer main bearings, rods, rod pins, bearings, etc. Weld the center crank pin and rod pins to curtail crank twist and fill up the balance holes in the wheels with cork and epoxy to raise primary compression. If you are not a world-class crank builder, call Bratton Sports Racing in Placerville, CA. No one does better crank work than Jeff Bratton.



You can throw away all the oil pump hardware and run 20:1 premix of Castrol R30 and Cam II 109. Use Golden Spectro two-stroke transmission oil, your gears will thank you.

CYLINDER PORTING

It is quite easy to double the 47bhp the stock motor makes. But the price you pay is shortened service life of motor parts and rideability. Most of the old "go fast" books will tell you to shave .060 inch from the stock heads, raise the exhaust port 5.0 mm and lower the intake 5.0 mm. Be forewarned, build up slowly to the maximum performance edge one step at a time. Who knows, you might not like what you have to ride in the end, or you may overbuild and lose power. Both are distinct possibilities.



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