

Table of Contents

MiscRes: Video	1
Bikes	1
1974 XLH	1
Sporton	1
Carburetor	1
Sidecar Racing	2
<i>Small Crash</i>	2
<i>A Run on the Salt at Lake Gairdner South Australia</i>	3
<i>Queensland Titles 2021</i>	3
<i>Queensland Titles 2019</i>	3
<i>Queensland Titles 2018</i>	4
<i>Broadford in Victoria</i>	4
<i>Lord Of The Lake Race 3</i>	4

MiscRes: Video



Bikes

1974 XLH

1974 XLH1000 Sportster. I have two of these and they are a candidate for best Sportsters ever built.

01_1974_xlh_by_ferrous_head.mp4	01_1974_xlh_1_by_ferrous_head.mp4
1974 XLH ¹⁾	1974 XLH ²⁾

Sporton

Sportons are based around Harley Davidson 900 Sportster engines. Housed in replica Norton Featherbed frames - a formidable combination in Historic Racing. ³⁾

First Dyno run on the new Generod Sporton Mark 2 was just to get an air/fuel map to see how my guesses on the jetting and timing worked out.

First laps on the New Sporton Mark II as Gene and Rod tour around Lakeside at a leisurely pace.

01_starting_the_sporton_by_ferrous_head.mp4	01_1st_dyno_run_sporton_2_by_ferrous_head.mp4	01_maiden_flight_of_the_sporton_mark_ii_by_ferrous_head.mp4
Starting the Sporton: ⁴⁾	1st Dyno Run: ⁵⁾	Maiden Flight of The Sporton Mark II: ⁶⁾

Carburetor

From this XLF thread: ["Fake" S&S with pics and a video](#)

I was curious about the cheap S&S Shorty E's being sold on Ebay for \$59. I decided at that price to buy one to see if they were a usable item. From the outset I only wanted a carburetor to replace a worn out unit on an engine that I was giving to a mate. The engine is slated to go into a Historic racing sidecar and I hadn't really intended this carb to be used for racing but it may well end up on the track if it performs as well as a real S&S.

As I'm in Australia shipping to weeks. The seller was so embarrassed (it was not his fault) he refunded me \$3 - so the carb was only \$56 in the end. It arrived, well packed and included in the box was more than I expected. 8 main jets as well as 6 intermediates. There are two cable brackets, short and long style and

a fuel filter. Doe whatever reason there was also a 10mm spark plug?

I forgot to specify which bike the carb was for so it wasn't necessarily jetted correctly for the engine I have. My fault. But I paid less for all of this than it would have cost me for the jets included if I bought S&S. You have to think about that. I did a side by side comparison and this is a direct copy minus the S&S logo.

I couldn't fault the materials or machining. The real S&S I was comparing it to had an Enduroshine finish, probably the biggest difference between the two. The installation was very straight forward. The whole swap only took about 30 minutes. I did have to replace the throttle cable as the carb that was on there was a Super B that uses a cable with no nipple on the carb end. So, I pushed the bike out into the yard and fired it up.

A couple of caveats on this. It is still winter for us here in The Great Land of Oz. It was very chilly (for me) last night dipping below 40 degrees. In addition, the engine hasn't been started in months. Battery is pretty near dead, I should have put it on the charger. So a cold engine, weak battery, straight drag pipes, no air cleaner and no tuning whatsoever. Typical Ironhead territory I would guess. Oh, in the video you can see me playing with the enrichner. Normally with these you have an air cleaner that contains a lever to do this. I just did it by hand.

I would hazard a guess and say the carb is a little lean on the bottom and mid range. But it's within a size or two at most. When fully warmed I'm pretty sure it would have sat there and just idled with a steady beat.

Conclusion.

This won me. This carb can replace every Linkert, Tillotson, Keihin, Bendix and Super B out there. I suspect it will replace a Shorty E just as well. I will buy another one just to go into my toolbox. What a great diagnostic tool. I will now be able to confirm my ignition problems really are ignition problems. No instructions came with it, but these are very simple carbs. They will respond to tuning just like a real S&S. Actually, like any carb ever made.

[01_fake_s_s_carb_on_a_79_xlh_sportster_by_ferrous_head.mp4](#)

"Fake" S&S Carb on 1979 XLH: ⁷⁾

Sidecar Racing

Videos from the track.

Small Crash

The Sporton bites the dust. Mac Park December 2013. A Period 3 Unlimited Sidecar powered by a Harley Sportster (Ironhead) engine.

[01_small_crash_2_by_ferrous_head.mp4](#)

Small Crash 2: ⁸⁾

A Run on the Salt at Lake Gairdner South Australia

[01_salt_flat_sporton.mp4](#)

Salt Flat Sporton: ⁹⁾

Queensland Titles 2021

Day 2 of the Queensland 2021 Historic Road Racing Championships. Here you can see the impromptu changes made to help our Passenger.

Padding on the seat, tape across the deck, removal of one hand hold.

The start of Race 1 at Morgan Park 2021 Queensland Historic Road Racing Championships.

Race 2 of the Queensland Historic Road Race Championships.

01_warm_up_queensland_titles_2021_by_ferrous_head.mp4	01_qld_titles_2021_race_1_start.mp4	01_qld_titles_2021_race_2.mp4
Day 2 at Queensland 2021: ¹⁰⁾	Race 1: ¹¹⁾	Race 2: ¹²⁾

Queensland Titles 2019

First part of the video shows the acceleration of the bike compared to the other guys ¹³⁾. In the second start I didn't get enough traction and the big Hoosier just spun allowing Milto to get past me. We were first into turn 1 in every other race. It's a shame but we don't have the video of us going bush or when Rod Amshaw lost it and speared across the track in front of us. We went out in Practice/Qualifying and found the engine STILL wasn't running correctly in the mid range. I have been working on this problem for some time and thought I had cured it. Not so. Despite that we eventually qualified third on the grid. I was happy with that as the bike was sliding everywhere. Nearly spun it at the hairpin and was drifting clear across the track coming onto the main straight. I'm afraid I gave my passenger a bit of a scare. Don't worry, he paid me back later.

You can't really hear it on the video but the engine was 8 - stroking sometimes in the intermediate range. It meant I wasn't able to drive out of the slower corners very well. Once I got through that it pulled like a train and I was able to pick up 30 yards on them.

In the video when you see the front wheel jerking right that's because the back end is coming around.

Video: Gene Lopeman and Rod Dangerfield having fun in the sun at the 2019 Queensland Historic Road Racing Championships.

We ran 3rd overall. Happy with that.

[01_qld_titles_2019_by_ferrous_head.mp4](#)

QLD Titles 2019: ¹⁴⁾

Lord Of The Lake Race 3

Last update: 2024/02/12 20:26

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Queensland Titles 2018

This may read like an entire chapter in my life but I just feel I need to explain some things. ¹⁹⁾

Firstly, I had to fire my Camerawoman because when I got home to check the video on Saturday night there was no video for Saturday's racing, only qualifying. She forgot how to turn it on 2 buttons. Sidecar the bike looks decidedly different with the new tank on it. She'll be doing a fiberglass seat to match the pre-war fiddle. But I'll also make a tank cover so it's a bit shakier, it's a lot better than I thought it would be. I was forced to move the camera on the handle bars at the last minute. The mount is plastic and I never got it tight enough no matter what I do. So halfway through it does put it's own slant on the race.

Please bear in mind we have 3 different classes on track at the same time: Period 3, Period 4 and Period 5. Rules dictate the bike can't be any lower than 65mm above the ground. I'm at 70mm (2 3/4 inch) Period 5. There are major differences between the periods in terms of engine choice, wheel diameter, tire widths, rear portion of the seat just barely has clearance for the rear tire. Rules dictate 22 inch tire widths, brakes, etc. etc. A typical P4 runs a Honda 4 engine and is described as a "Kneeler" as the rider lies minimum diameter for the rear tire and I'm at about 23."

down on the bike (Lower center of gravity, less wind resistance) disc brakes etc. P5 go even farther and run things like a 4 valve Suzuki 1200's running on sticks, the times difference between 1960's technology and 1980's technology the front tire becomes the dominant factor. I really' me at running at the very front of the field back only need the front of my "Class" Period 3 and then you ride on the throttle. When I have everything just right all three wheels are drifting and I steer on the throttle. Same as you do in the dirt, only it's not a fast lap in qualifying. I missed a gear coming into Hungry and we "Went Bush". Still, that one lap got me 7th on the grid overall and 2nd in P3. In front of some P4's and 1 P5.

Video: Day 2, killing time before racing starts and footage from race 3.

I know this is log winded but as I only really have this one video I would like to explain what happened. In

the video you can see us enter the track from pit lane. We then do one lap attempting to keep "im

formation" in relation to our allotted grid spots. As we come past the tower if we are here we should be

they drop the flag and we are racing. It worked "pretty much" that way. I got an "OK" start and tried to

Broadford in Victoria

Breadford in Victoria The first lap of the 1962 125cc GP was good and I put some distance up on the guys behind me though I wasn't quite able to stay with the guys in front. But on the second lap coming out of "The Carrousel" (Turn 2) as I went for 4th gear - nothing! You can hear the engine rev and I fired several times to get it, I took it to the front and it wouldn't start. The front sprocket was working, the chain adjusted to two and gears were fine. The yavelar needed the points out, knew that at the time. First guy says it's a bad timing just before he runs 1962 125cc GP, says he got a new one, then the straight bike from a street guy, myself, over the last 3 years, "nibed" both the last day or so. But my car the first 125cc GP (1962) and a buddy of mine got past the guy's a LIAR. I saw that very same bike racing back in 1962." So now, I guess I REALLY have a Historic Race Bike! (Ferrous Head) ¹⁸⁾

Anyway, for what it is, here it is. Oh. Turn your volume up. T

The world's fastest period 30 Sidecar driver ever, the fielder is a "Gardner" race at Broadford Victoria. The

Marston Brother Bruce and Graham take you on a race with them as they give up nearly a lap to slower

riders in a handicap race. They still manage to pass everyone and win by nearly half a lap. This

combination of rider, passenger and sidecar have won every major race in Australia in the past 3 years.

Harley Davidson powered - what else?

[Go To Technical Menu](#)

1)

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<https://www.xlch.com.au/#>

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13) 15)

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/197494-race-report-short-video>

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http://www.sportsterpedia.com/lib/exe/fetch.php/video:01_day_2_qld_titles_2018_by_ferrous_head.mp4

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Link to file in Sportsterpedia:

http://www.sportsterpedia.com/lib/exe/fetch.php/video:01_australian_historic_sidecar_championships_2018_race_3_by_ferrous_head.mp4

18)

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/177081-interesting-67-ch-ebay/page3>

19)

<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/ironhead-sportster-motorcycle-talk-1957-1985/191337-race-report-and-video-long>

20)

Link to file in Sportsterpedia:

http://www.sportsterpedia.com/lib/exe/fetch.php/video:01_lord_of_the_lake_race_3_-_period_3_unlimited_sidecars_at_lakeside_by_ferrous_head.mp4

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