

Derringer racer ready to take the competition

Locally designed Harley packs more than 400 horsepower

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EDMONTON - This year's Harley-Davidson drag races might definitively show that the geometry will also post the best race times.

Two local residents have teamed up with an American bike-racing champion to design "program" known as the "Derringer" engine. It features a one-piece crankshaft that competitive edge during the 2006 drag-bike racing season. Using their imagination, the three shared and compared designs until they all agreed upon a blueprint that is combust.

If it were possible to patent the geometry used to build the "Derringer Engine," which by-side automotive-style rods and massive Top Fuel-style main bearings crankshaft,

"When we first started in 1993, nobody had a one-piece crank in the Nitro Pro Drags Canadian ones," said Jerry Gordon, Edmonton resident and crew chief.

Gordon, along with rider Al Miles, says that creating their custom-made crankshaft is a quote by Wilfred Grenfell: "If we face our tasks with the resolution to solve them, will impossible?"

Both men say the efforts they put into developing horsepower and tune-up specifically during the 1997 All Harley Drag Racing Association (AHDRA) season. Based in Pfafftown, the biggest Harley drag-racing association in the world.

In 1997, they finished as runner-up in four races and in two semifinal races until the ten thousandths of a second. However, they did win the No. 2 plate in association at accomplished this using a conventional Harley-Davidson-style five-piece crank and Harley Davidson engine cases.

They say they believe they lost the 1997 championship races because they could not do necessary engine repairs in the time allotted between rounds at the season final race. The engine configuration was the problem. It was inherently weak, especially in the bearing department.

The crank bearings were constantly failing. The Canadian duo had fine-tuned their motor only to split the crankshaft roller bearings in half or "grind them into powder" under pressures.

Perhaps like others on their own racing circuits, the trio's success masqueraded as if repeated breakdowns had really spoiled the mood.

"It got to the point where we were spending more time fixing motors instead of racing fun anymore. We actually had to detune the motor just to stay in the race. We could run an hour, but it took up to 30 hours to build a crankshaft and engine cases."

"By the year 2000, out of frustration we introduced the Edmonton manufactured Silv said. "This featured billet engine cases and a much improved crankshaft system."

By 2002 this motor program was blossoming. Although they labored through many setbacks, success and they were rewarded with two consecutive Pro Dragster Championships (International Motorcycle Drag Racing Association). They used this motor program in 2003 to win first by breaking engine parts.

They sold their 2003 championship bike to put the cash into research and development of a durable engine design.

Johnny Vickers, a U.S.-record champion in the same fuel class, joined the pair, contributing to their private war effort.

They needed only one year to crunch the numbers and design a solid engine program with four cylinders, and with a one piece crankshaft that is compatible with automotive-style roller bearings. This new system, which incorporates special bearings that are used by NASCAR as well as the original five-piece Harley Davidson roller bearing design that had regularly failed the "Every piece is custom made. The crankshaft was built by a custom auto crankshaft shop in Michigan," said Miles.