



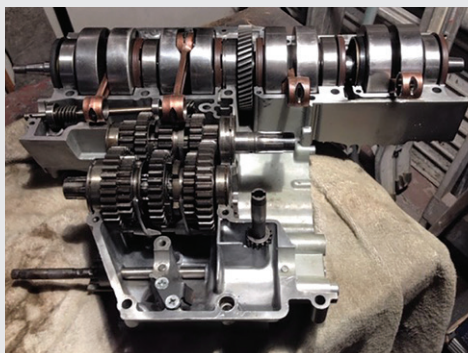
THE BUILDING OF 'THE BEAST' Part 1

Phil Baldwin's award winning GT1000

A lot of you have requested a breakdown of just what goes into the building of a four cylinder Kettle, so I thought that it was about time that I put digit to keyboard and revealed all.



Anyone that knows me, knows that although I love building specials, I also love the style and looks of the standard GT range. So my objective on this occasion was to build a bike that not only resembled the GT750, but would be very special in its own right. So a four cylinder Kettle had to be the way to go. It would not be built for performance or handling (even though the end product absolutely flies and handles acceptably well).



It all started as a trial about 6 years ago, just to see if I could get it to work and was quite surprised after assembling the engine out of old parts that were just kicking around the shed, that I had a water tight running engine! The engine consisted essentially of an extra right hand cylinder which had been cut from another set of barrels and a cylinder head. The crank was constructed, adding two new flywheels to the right side, using the drive gear with drive sprocket machined off, to join these

with. As luck would have it, all this lined up perfectly, so saving me from having to make a new crank joining pin. Having tested my mods, I now needed to build the engine properly and so set about stripping it back down and building it with new crank parts, a re-bore and new pistons. All the cases and top end were tacked up using a MIG spool gun. The assemblies were then heated and fully welded using a TIG welder.

