









*A couple of heartbeats later.... it's nearly 200 MPH on a CBX*



# CBX *Special Stories*



**Team Leader: Stephen MacLean** (photo at right)

To submit an article please contact Stephen MacLean via email [swam45@sympatico.ca](mailto:swam45@sympatico.ca). Current article format/content, but be creative. 250-500 word count in MS Word or email format. Jpeg pictures please. Submit text files and picture files separately (do not embed pictures in article). Regular mail/photos acceptable. **Next Xpress submissions due by 12/15/2003.**

## The Ongoing Quest for the 200 MPH CBX

Tom Neimeyer ICOA #4393

### In the Beginning

What started this adventure 4 years ago was a discussion about whether a CBX could go 200 mph. Four years later, I think I know the answer. Although we have not done it, for the very first time, I think it can be done. Yes, I do believe a turbocharged CBX can reach 200 mph. I did not expect to get there this year but I wanted to get closer than we had in years past, and we did. Here's how things went this year.

### Then Was Then.....Now is Now

This year's engine was a 1270cc monster motor. To make a 1270 motor, you combine the stock stroke with a 71 mm bore. The larger sleeves require the cases to be bored for them to fit. Originally we planned to use a set of MTC turbo pistons. That plan went down the tubes when we discovered the pistons had been manufactured incorrectly. MTC stood by their product and refunded our money. Next a call

was placed to JE Pistons, a week later we had a set of 8:1 flat top turbo pistons. The pistons were hung on a set of Carrillo rods. We chose aluminum buttons to keep the pins in place on the pistons. An S&S Super "E" carb was chosen over the Zenith carb used in 2001. The Super "E" has a 1 7/8 venturi; the Zenith had a 1 5/8 venturi.

To help air flow, we smoothed out the casting marks in the intake and exhaust ports. A set of Kibble White valve springs were provided by Mike Donndelinger at Donndelinger Racing & Development. The stronger springs are needed to keep the valves seated do to the increased intake manifold pressure during boost conditions. Mark Miller hooked us up with a set of 10mm cylinder studs to replace all the 8 mm studs. This modification requires the cases to be drilled and tapped for the larger studs. Our machinist did not drill and tap them square to the deck and we

had problems assembling the cylinders and head to the cases. Additionally, the bigger studs require the stud bolt through holes in the head and cylinders to be enlarged.

On a side note, I rescued a CB400A a few years ago and we turned it into a pit bike. Everybody involved with the CBX would look at this POS and laugh.

However, almost everybody in attendance rode it around the pits, to the bathroom or to the registration area. It was a big hit; never left anybody stranded and was fun to ride.

### Getting To Bonneville Is Not Half The Fun.....and What It Is Like Once There

I left Houston on Wednesday morning, stopped in Austin to pick up David. We then drove to Midland where we picked up my brother Glenn. From there we drove straight through 32 hours in all to arrive at Bonneville Thursday night.

It is hard to describe what Speedweek is like. It's a "hodge-podge" of vehicles some fast some slow, there's something there for everybody. This year there were over 600 entries. On Friday, all the participants are trying to get their pits set up, their vehicle through Tech inspection and ready to run. The lines are very long, as each car, truck and motorcycle must be inspected. We waited about 4 hours in Tech this year, not as long as last time. The real waiting starts once they start running the cars down the tracks. On Saturday and Sunday, before anybody has broken their toys and gone home, the wait can be 5 to 6 hours just to make one run. Starting on Monday, you may get in two runs a day. By Wednesday, you can get in 3 or 4 runs a day if your toy's still running. By now the pits are half empty. On Thursday, you can just loop around and run all you want.

We made it through Tech without any problems other than the Inspector sending the truck and trailer to the pit when it needed to be with the bike. We quickly got the equipment back to Tech and got the bike inspected and



*Record Setting Crew*

*Back row (l-r): Tom Neimeyer, Pete Ruff, Mike Donndelinger, Glenn Neimeyer, Mitchel Banks. Front 2 (l-r): David Neimeyer, Jim Burris.*