

approved. Additional items they check for at Tech are a fire extinguisher and CB radio for the Crew vehicle. While we were in Tech, Mickey Cohen and Bill Hertling arrived. They rode in from the East Coast to experience Bonneville and help out.

First Run and Handling Problems

Saturday is when the racing starts, it starts right after the drivers meeting usually about noon. Our first run on Saturday was a disaster, the bike handled badly and David had to back off to keep from losing control. The bike was violently shaking the rear at speed. We ran 131.6 in the mile, not bad for a shakedown run but we needed to find out what was causing it to handle poorly. We were not sure if the handling problem was caused by the changes made to the forks, the front fender or the new tail section. At this point, it was late in the day and we called it a night and left for the hotel. At the hotel, we caught up with Mike Donndelinger, Jim Donndelinger (Mike's Dad) and Pete Ruff. We discussed the poor handling problems and entered into a brainstorming session on options. We agreed that one of the first things to check was the front end "sag". We agreed to meet at the pit in the morning and try to correct and adjust the bikes suspension.

For those of you that don't know, Mike Donndelinger does design and engineering work pertaining to motorcycles and motorcycle suspension. Mike set up the forks on the Bonneville bike, his own Tyrantasauras X race bike and offers this service to performance minded enthusiasts. He has an extensive knowledge of motorcycle suspension design and years of practical experience gained from many forms of motorcycle racing.

We all met Sunday morning at the pit area and while attempting to set the "sag" on the front forks, we discovered the steering head bearings were loose. Not a little loose but about a 9° inch loose! The next several hours were spent adjusting the steering head bearings and setting up the suspension. Additionally, in case we might need them, we made

the brackets to fit the old tail section back on the bike if the adjustment to the steering head bearings did not cure the tail shake. We also backed off on the steering damper to keep from transmitting steering head movement back to the frame. We also hung some wire "telltails" on the bottom of the frame. These would help us determine future chassis adjustments by measuring ground clearance at speed.

More Runs Yield 113 MPH

After everything was adjusted, we put the bike on the trailer and towed toward the starting line. We wanted this to be an easy pass but also wanted it to be a little faster. I asked David to keep it below 9000 rpm. The result was a 172 mph run and a bike that handled well at speed. This was the fastest we had ever gone on a Sunday and made us feel that this was the start of something good. We took the bike back to the pit to check it over good. To our surprise, the steering head bearings were loose again. We adjusted them and changed plugs. After looking at the plugs, it was decided to re-jet the carb richer and to add some boost to compensate for the additional fuel. The next run was a 113 mph disappointment! We were devastated. The plugs did not look too bad but the engine was bogging badly in the mid range, not allowing the turbo to "spool" up and pull air into the carb thus leaning out the fuel mixture. We would not be able to make another run tonight so we headed back to the pit. When we got to the pit, we found both of the canopies had been blown over and the frames bent. Some other racers had folded the pieces up and secured them, what a mess. We made some adjustments to the boost screw, called it a night and went to the hotel.

Half Way There To An All New World Record

Monday morning David ripped off a 179.373 mph blast that put the wind back into our sails. We were ecstatic; this was good enough to qualify us for a record. We took the bike to Impound and started to work on it, getting it ready for the backup run tomorrow morning. Since it was early, we decided to get the engine size verified. This was a 2 hour exercise in frustration. They have changed the certification procedure such that they

measure half the cylinders in the motor. For us, this would be 3 cylinders and they get to pick them. Luckily, they picked numbers 1,3 and 6. We took off the seat, tank and coils to allow them access to the cylinders. They used the "butterfly" device we had made in 2001 to keep from filling the cylinder with liquid. Displacement was verified at 1268.5cc and they "sealed" the motor with a lead seal/wire device. This seal makes it impossible to change the cylinders without breaking the seal thus making it difficult for somebody to change displacement of the motor.

Disappointmentand Starting All Over Yet Again

Record runs are made the following morning from when the qualifying run is made. We expected everything to go well and to set the record. To our surprise, the bike only ran a 173.3 leaving us just short of the record by about 0.2 mph. We trailered the bike back to the pit for a close examination. After several hours of checking the bike, we could find nothing wrong and decided to get back in line. Our second run netted a 172.908 not good enough to get into Impound. We called it a day and went to the hotel about 6 pm.

Back in line early Wednesday, our first run was 160.6 mph. Again we checked the bike and read the plugs. Looking at the plugs we felt the bike was close to leaning out and so we decided to increase the jet size and add more boost. The next run was a 176.9 mph jaunt, good enough to get into Impound but not what we wanted. We took a close look at all the data. Egt was low, boost was low and the plugs looked the same as the previous run. Since what we had been trying was not working, we decided to lean the bike out a little.

186.89 MPH On A CBX and Good Backup Run = World Record = Worlds Fastest CBX !!!!!

We rejettted several sizes smaller but left the boost the same as the previous run. We were rewarded with a 186.89 blast. We were on our way to Impound, and we were happy to say the least.

At some point during the day, we started to consider if the air flowing around the cylinders was adversely affecting the

In order to race at Bonneville you have to have the dedication of a Monk. It is a very unfriendly place to work on your car or bike. The salt gets on everything, the heat is oppressive, and water is your most important commodity while there, cold or not.

Worst than the desert with the high heat and the brightness of the sun off the salt. Without sunglasses and a large amount of water with you all the time, it would be a miracle to survive a full day on the salt.

There might not be any other place like this in the world and certainly nothing prepared us (*Bill Hertling and I*) for it on our ride from Pennsylvania to be with the Los Leos Team.

When entering the controlled area set up by the California Timing Association we rode about 4 miles to the pit area and found the Los Leos team.

We watched them go through inspection and saw the preparation they went through to pass inspection for bike and rider. The tech inspectors were very critical of many items on the bikes and the safety gear for the rider.

Not one item of any race group is left to chance. Three different inspectors are looking at the bike at the same time and checking on each other that all items have been checked. A complete safety check for sure.

Hanging around the inspection and grid area to get a close look at the other bikes and cars is another great part of being at the Salt Flats.

The Los Leos team of family and friends was very well organized with everyone doing their part to get to the new record. We both enjoyed being with them and wish them the best in their pursuit to the 200 MPH level.

Mickey Cohen ICOA #2361
Bill Hertling ICOA #1787

airflow past the carb intake. We were running a velocity stack but had an air cleaner we could try if needed. We decided not to do anything prior to the backup run but would keep the idea in mind for future thought.

At dinner, we discussed tomorrow's game plan. We would back up the qualifying run thus setting a new record and then back off some and let my brother, Glenn and Mike D get in some licensing runs. Everybody was in agreement so it was all set.

Thursday morning it was raining when we got up. The thought that we would not get to back up yesterday's run had set in. All the way to the track we scanned the skies, there was rain everywhere, it looked bad. We worked on the bike in the trailer to keep out of the rain. The rain let up and we headed off to the starting line. It was raining all around us, they even shutdown the long course because of the rain. They continued to run the short course and we finally got our chance. After what seemed like an eternity, we heard "Bike 606 on the short course, 176.597 mph". Not as fast as we wanted, but good enough to add over five mph to our existing record. We took the bike to Impound and got the new record certified.

At this point, a big burden was lifted from my shoulders and it was now time to relax and have some more fun. Glenn was finishing his paperwork and getting his leathers inspected so he could get his rookie ride. Mike and Pete went to the grocery store and purchased the materials to fabricate a scoop.

Glenn and Mike had attended the rider orientation earlier in the week and were now set to go down the salt. Glenn went first, needing to run less than 150 mph to get a "D" license. His first run was a 130 mph pass that left him smiling. Between licensing runs, Mike started to build an "air scoop" to duct clean air into the throat of the carb. Mike was up next, his first run was 139 mph. He seemed pleased with his first trip down the salt, his only complaint was the ride was too short. We looped around and got back in line. Glenn got a second pass in at 163 mph good for a "C" class license. After Glenn's second, Mike installed the air scoop and started his second run. He had to turn out around the two-mile mark because the bike was handling badly. A check of the steering head revealed the bearings were again loose. During this inspection/adjustment, we determined the cause of the problem and corrected it. We took off to the starting line. When the bike was started prior to Mike's third run, an unusual



The start of the 186.89 MPH run.



noise could be heard so we shut it down. Unfortunately, Mike never got a chance to get his "C" license. The decision was made to not run the motor any more and pack up the pit.

It is difficult to explain all the things that happened during SpeedWeek. We spend at least 12 hours a day, each and every day trying to ring the best mph out of the bike. I made some mistakes and some effort was misdirected, but in the end, we achieved all of our goals.

Thanks To All

I want to thank everybody that had a part in helping us set the record. It is a long list so I better get started. First, I thank my wife Elizabeth for putting up

with this crazy stuff and me. Jim Burris, Glenn Neimeyer and Pete Ruff did whatever was needed, whenever we needed it, I appreciate your hard work. I'm very proud of David Neimeyer for holding on for another record, he is turning out to be a very good rider. Mike and Jim Donndelinger worked hard getting the suspension sorted out and helping keep the bike running. As always, Mitchel Banks was there helping get the bike to Tech, running errands and helping take care of business. Jeffery Banks, Mitchel's son, helped out when needed. Mick Cohen and Bill Hertling pitched in to help make a memorable experience. Richard Horowitz made the trip again and participated in the effort. Elizabeth, my wife, Kerri Lyons, David's

girlfriend and Glenda Lindeen, my sister were our cheerleaders and "Salt Groupies". To me, this is one of the best things about Bonneville, looking up and seeing new friends, looking up again and seeing old friends. Bonneville truly is special to me. In addition to all the people in attendance, we have some great sponsors, many thanks to; Redline Oil, I think they make the best lubricants on the market. Jerry Sutton of Stubbs Cycle Southwest in Houston goes "above and beyond" being a good sponsor. Donndelinger Racing and Development for the excellent suspension parts. Tom Martin of KOWA Tools, all the Marlinton Rally folks and Ross Land of Land's Cycle in Channelview. 

Eric Artz - RIP

ICOA New Jersey Director

I want to share with everyone a few observations and items that occurred to me when I attended Eric's viewing.

1. This is a man that loved CBXs. To the side of his casket was a large 2 ft x 3 ft photo of an 81. This photo was a gift to him from the Marlinton attendees because he could not attend the 2000 event due to illness. It was signed by many ICOA Members who included warm thoughts on him getting well and attending rallies again. Mickie (his girlfriend and love of his life) told me he would often get this photo out and comment "Gee....it's wonderful they thought of me and cared like this."
2. During the 2000 Marlinton Rally, Jeff Bennetts also did a 50/50 raffle for Eric and this money along with the large format CBX photo was sent to him. Mickie told me Eric was touched forever by this gesture and talked of it often and also could not believe the winner of the raffle (JP Grasmuch/Xpress Global Team Leader) also donated his half of this drawing to Eric.
3. She also told me he never got over the kindness that Dennis McCartney

and many other members gave him when they put his late model back together one year after a late evening fall in the rain Eric had just before getting to Marlinton one year.

4. Is a man that loved to ride CBXs vs standing around and looking at them. The trip to the viewing through Philly and 60 plus more miles of congested traffic to where Eric lived made me think about his treacherous 3 hour ride to just get to the point where the normal part of his ride to the rallies would startand at this point he still had 2 to 5 more hours left.... to get to rally after rally over the years.
5. Eric loved ICOA. There were many photos of Eric at the viewing also....most were shots of him at rallies and with his ICOA friends. Many members in the New Jersey area owe their ICOA and CBX beginnings to Eric and I am sure they would like him to remember for this.


While I was at the viewing I had plenty of time to think about Eric and the times him and I talked or shared calls, but in the end, my sad conclusion was that we



Mickie Payne and Eric Artz.

never spent enough time together at Rallies, on rides or just talking.....and this now will be a missed opportunity forever.

It also reinforced another conclusion I have related to this short life we have here. While the CBXs are great machines, they are in fact just machines.....it is the owners/ICOA members that when combined with this wonderful machine to yield lasting personal friendships and memories that iswhat..... really, really matters.

Mickie told me she greatly appreciated what ICOA members have done to help and wanted me to include this in my note to the members and made me promise not to forget to mention her appreciation for Mark Miller/Xpress Team Xtreme Leader for dedicating his ride to Morro Bay to Eric. 

Mike Brown Barone
ICOA National Director

CBX Vendor Profiles

Team Leader: Richard Pleines

To submit an article please contact Richard Pleines via email rpleines@snet.net or call 203-777-7672 EST between 7 pm and 9 pm. 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.**

REDLINE MOTORSPORTS

RedLine Motorsports LLC is owned by Gary Allen ICOA #2460 and is located at 14454 Ventura Blvd. in Sherman Oaks, CA 91423. Our phone number is 818-981-6600. Redline can be also be reached via email: emcwest@ix.netcom.com

REDLINE MOTORSPORTS HISTORY

I started the company in February of 2000. We provide accessories for riders and motorcycles and perform service and repairs on all bike brands, but specialize in CBXs.

We carry many parts in stock such as levers, chains, sprockets, rebuild kits, mirrors, fluids, tires, etc. as well as clothing, helmets, gloves and boots for any type of rider from dirt to sport bikes. Our mechanics have many years experience in repair, service, restoration and race prep.

Noam Avraham used to own a famous motorcycle store in So Cal called The Outrider for many years and his help is the reason I was able to open RedLine. He has an encyclopedia of knowledge on any and all bikes and is invaluable to our success.

I was extremely lucky to have met and hired Haim Yanai, an incredible motorcycle mechanic emigrating from Israel. He designed and fabricated the myriad of parts that now make up Frankenstein (my current CBX).

Klara Phillips, our amazing Czech painter, actually made it official when she designed the paint scheme while I was away on vacation. The motor has a 100cc overbore with Wiseco pistons, Fallicon connecting rods and crank. The head has been ported, polished and flowed. I went with the Aussie alternator



Photo left to right: Noam Avraham, Gary Allen and Haim Yanai

because of the obvious benefits. I'm very pleased with the results from aesthetic, reliability and performance points of view.

We also work with one of the finest airbrush artists in the country and our chromer has given us excellent results.

One of the advantages of owning a shop such as this is that you get a chance to test ride hundreds of bikes. While some may be faster or better handling, I have never found anything on two wheels that I prefer over the amazing CBX.

MY PRE-CBX LIFE (GETTING TRUMPED BY MY BUDDIES CBXSTARTED IT ALL)

Long ago my dream was to own a Harley. There were none to be had in the Tri-State area when I lived back East.... and

I had to take a bus to Pennsylvania to purchase a 1968 green Electra-Glide. The trip home would be the first and last time the bike would not crap out. It would literally just stop and continue on after some time was spent resting. I got tired of my riding buddies constantly waiting for me to catch up and got rid of this frustrating machine and bought a 1972 Honda 750, which I loved. After reading a magazine article about American Turbopak building a kit for the 750, I purchased the second one they manufactured and installed it. It had no waste gate but it worked great.

All was great until my riding buddies trumped me with a red 1979 CBX which looked like my bike on steroids. I loved the CBX, but was committed to my turbo which I drove out here when I relocated my film company to El-Lay. It was promptly stolen.