

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.

Next came a Kawasaki KZ1000 LTD which I punched out to 1180cc. I couldn't get the CBX out of my mind, however, and eventually bought one from a guy in San Diego. It was a silver 1979 that was bone stock and gorgeous. It was so perfect that I couldn't stand the pressure of keeping it pristine so I sold it and bought three more that I could fool with.

SEVEN CBXs LATER....AND MY CBX LIFE PRIOR TO STARTING REDLINE MOTORSPORTS

Well, seven CBXs later, I contracted Nigel Patrick Racing to beef up the

motor and improve the handling via a GSX1100 swingarm and a GSX-R750 front end for 17 inch wheels and modern rubber. About this time I met Mike Donndelinger at the annual Morro Bay CBX rally and in a drunken stupor in the motel parking lot I agreed to embark on a CBX racing program. Team Tyrannosaurus X was born with the help of many ICOA members. He donated the rolling chassis and I donated the motor after I wadded my bike and started planning the redesign. Most of you are aware of the great success Mike achieved in the AFM Super Dinosaur class.

After two seasons of racing he returned my motor and work was begun on my bike. Mike had the chassis straightened and added reinforcement tubes and gussets for frame strength and rigidity. He designed some inserts to lower the swing arm pivot point raising the motor for the necessary clearance which was the cause of the last crash. A 1995 GSX-R1100 front end was installed because it's about an inch and half longer than the 750. ~~CBX~~

Call or email us on your CBX needs.

Gary Allen
ICOA #2460

TECH TIP REPRINTS

Now available from the ICOA is the complete reproduction of the Tech Tips taken from the CBXpress. Entitled the "Tech Tip Chronicles," this compilation of Tech Tips have been cleaned-up for easy reading and include eight tabbed and index sections with all illustrations, and come three hole punched. You can pay for these reprints with a check, MasterCard or VISA. Checks should be made payable to the ICOA and sent to Eric Schreiner at the following address.

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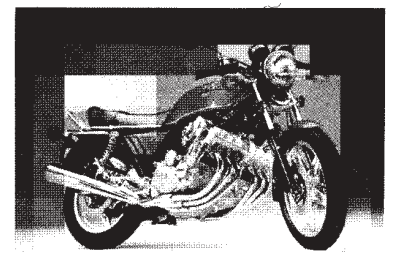
And of course, if you have any questions, feel free to call us toll free or email us anytime. We look forward to discussing your CBX parts needs with you. Email us for a quick turn around on our catalog and price listings...we will email the catalog to you in text form!

Bob Franzke, CBX Performance,
ICOA Member 0911

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