



Team Leader: Stephen MacLean (photo at right)

To submit an article please contact Stephen MacLean via email 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 5/1/2004.**

Gary Allen's Frankenstein *It's ALIVE!*

Just who is Gary Allen, anyway?

I grew up in the East New York section in Brooklyn. Our apartment was directly across from Blackie's Indian / Harley-Davidson shop. Blackie would let us hang out and stare at the brand new motorcycles in their glass-fronted cases, each one chained and locked with 3 or 4 huge padlocks. I knew one day I would ride one of these behemoths.

It took many years until I finally bought my first 1968 green AMF Harley dresser. It was incredibly unreliable and too slow to keep up with my riding buddies. Next I bought a 1972 Honda 750 and tricked it out with an American Turbopak turbocharger. No longer did I have a problem keeping up with my riding buddies. When I moved out to El-Lay for business reasons, the bike was promptly stolen right in front of my new office. I replaced it with a 1977 KZ1000LTD which I punched out to 1180cc. I was really happy with it until I swapped bikes with a guy on a 1979 CBX. I knew I had to have one of these things for my own. After answering an ad, I flew down to San Diego to pick up my pristine, silver, restored from the ground up, CBX. I loved this bike dearly, but the pressure of keeping it in showroom condition just didn't seem to suit my style. I sold it to a cop and started hunting for a CBX that I could customize.

SERENDIPITY – Found a tired, old CBX

This 79 CBX was found chained to a fence with a for sale sign on it. It was a sad looking bike but the price was very

cheap and it was only a block from home when I lived in Venice, California.

The Journey Begins

Research at various Honda shops and many phone calls eventually led me to Nigel Patrick Racing. His reputation as an engine builder with experience in CBX's was incomparable. After some conversations by phone with Nigel, we agreed on a plan to help out the CBX. Since this was pre e-Bay, I gathered as many parts from various sources as I could and in 1995 I delivered the lot to Nigel along with a wheelbarrow of cash. My hope was to have a better handling, faster motorcycle than stock. The actual enhancement was entirely up to Mr. Patrick since I figured he knew far better than I how to accomplish those goals.

Motivation

He gave the cylinders a 100 cc overbore and installed Falicon connecting rods and 67.5 mm Wiseco pistons. The heads were ported, polished and flowed along with new intake and exhaust valves. A Fours and More jet kit from John Cardonne completed the carb work. A 14 row Fours and More oil cooler keeps heat under control. I use 3 ohm dual output Dyna Coils with Taylor spark plug wires.

Structural Integrity

Nigel grafted a GSX-R750 complete front end along with a GSX-1100 swingarm which already has tabs for twin shocks. I discarded the stock sideplates and foot controls and went with Raask rearsets.

Stuff Happened!

I rode the bike like this for about 5 years before the lack of clearance (Editor's note: largely due to the GSXR-750 forks!) caught up with me one day and I hit the center stand and low sided it around a camber curve. As I slid along behind it, I watched it completely destroy itself, starting on the left side, then stand on its tail and finally flip over onto the right side taking out the front end including the instrument cluster. What a bummer!

Rebuilding

Just after the catastrophe, Mike Donndelinger and I agreed to participate in a CBX road racing effort in the Super Dinosaur Class in AFM.

Mike provided the rolling chassis and I donated my motor. He had to do some patching on the torn up crank covers and in the process installed a Falicon crank.

After two years of TTX Racing using my motor, I decided it was time to rebuild my bike using some of the knowledge we garnered from racing experience.

Mike returned the motor and had the chassis straightened and welded in gussets and additional tubes for strength and rigidity. He designed and fabricated inserts which lowered the swingarm pivot point, thus raising the frame and motor for necessary clearance. He suggested I install a GSX-R1100 front end because it's an inch-and-a-half longer than the 750. By this time I had started my own shop and employed an ace mechanic named Haim Yanai.

After the chassis returned from the powdercoaters, we installed a 95 GSX-

R1100 front end with 6 piston calipers we got from salvage and added fully adjustable Works Performance twin shocks on the rear. Mike had my Kerkers re-cored to match his setup on the race bike. The handle-bar mounts are from Two Brothers Racing and have 3 inch risers. I purchased a Ducati tail section from e-Bay and Haim welded up a sub-frame for it. The front marker lights are Lazer Star Billet Lights.

The Nippon Denso alternator was purchased from the Aussie CBX club. Klara Phillips created and executed the paint job. A carbon fibre Ducati windscreen and Corbin seat completed the conversion.

Conclusions

I'm very pleased with how the bike turned out. The handling inspires great

confidence during aggressive riding, yet the bike is docile when in city traffic. Since it is used as daily transportation as well as a weekend warrior, the compromises to make this bike all things leaves little to be desired. It may not be the fastest thing on two wheels, but it can hold its own pretty well against more modern machines, as some riders have found out to their surprise. It gets good mileage and made the last Drunks 'n Bums ride from So-Cal to Montana and back a very pleasant and comfortable experience. Anyone who has ridden it returns it with compliments. Even to this day, my heart rate accelerates in anticipation whenever I throw my leg over, hit the starter and hear the music of the big six. And that, my friends, is what it's all about. CBX

Gary Allen - ICOA #2460



Left Back



Right Back

It's

ALIVE

GARY ALLEN'S
FRANKENSTEIN



