

# CBX Member Bios

## Team Leader: Richard Sheridan

To submit an article please contact Richard Sheridan at rsherda@optonline.net or call (203) 322-3140 EST. 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.

## Ed Willett

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I work in the oil industry specializing in international oil/gas exploration in remote areas, particularly South/South East Asia. Traveled/worked extensively throughout the region - Indonesia, Malaysia, Thailand, Vietnam, Korea, Japan, Australia, New Zealand and have spent the last few years working in Bangladesh and India in an advisory/management capacity. Although the job takes me away from home for long periods it has a good side - I've been lucky enough to have spent time in some gloriously beautiful, very remote and rugged places (...some of whose local population had never seen a westerner before...sometimes one has that Pied Piper feeling!...) and I have met and forged friendships with people from all over the world.

Met my wife Camilla in '92 and we have two children, a boy (7) and a girl (3). We spend most of our vacation breaks in France and hope to move there eventually. Apart from motorcycles I have always been into sport...my other main pastime (apart from motorcycles) is cycling...I compete in long distance mountain bike enduro's (marathon's) with a group of friends in a team aptly named "Mud-Life-Crisis" and I train on the road with MidLothian Cycle Race Team (in the summer!). Big fan of Lance Armstrong, even more so having tried to ride some of the mountain stages that the Tour de France race through!

### MY OLD BIKES...AND MY FIRST CBX

Started riding dirt bikes at age 8 or 9 (I forget!). I first saw a CBX in late '78 when I was riding a Suzuki 50 road bike. In Britain at this time you could ride a 50cc bike at 16, and a 250cc bike at 17, but had to pass your motorcycle test to get anything bigger. A large gang of us used to ride around together. One of the first to pass his test got a silver CBX...to

this day I still vividly recall my first sight of that bike.

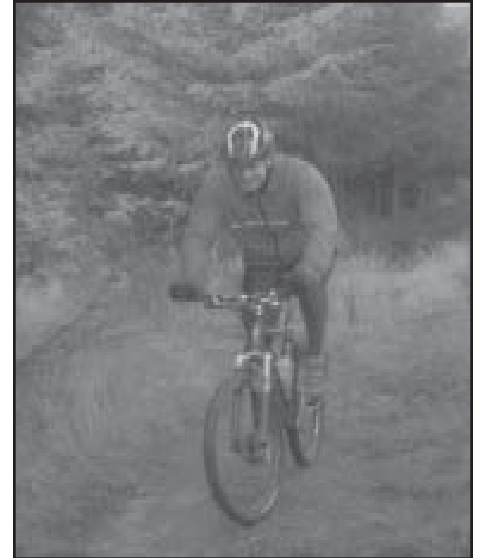
In 1979 I passed my test and got a Suzuki GP100 ..single cylinder, two stroke, (all my parents could afford!) and went to University, then got a Honda 400/4 (good use of the student grant!) and got involved in the University Motorcycle Club. Regular Sunday runs. One guy had a brand new red (bought by dad) CBXz ('79) with which I was mesmerised! It was sooo beautiful!

Left University in '84 and initially took to despatch riding (motorcycle courier) to earn money. I specialised in long distance jobs delivering drugs to hospitals for emergency situation. The 400/4 was clocking up about 2000miles a week at this stage. Enough money was earned to buy, rebuild and restore a Suzuki GS750 which then moved to London with me in 1985.

CBX's were following me as just round the corner from my flat was a house, occupied by a group of black guys with 2 or 3 amazing turbo CBX's. They also had a stash of bits a CBX's that lived under a tarpaulin in the street. They used these for spares as they destroyed the Turbo bikes...which was regularly! Often I would here a cacophony of wailing 6 cylinder motor well into the night. I don't think they rode anywhere, they just did burnouts and donuts in the street ... the rubber over that section of tarmac had to be seen to be believed!

### MY CBX AND THE REST!

By the late 80's I moved to Scotland, sold the GS750 and had finally gathered enough cash to buy my own CBX....but none for sale anywhere...really. Finally in late 1988 I found one...a horrible, Mad Max style modified '79 sprayed a disgusting matt black. (Is that habit peculiar to the Brits?) Anyway I decided to save it and paid £1850....(I really wanted a CBX!).



*Training on the MTB in the Scottish Borders. October 2002.*

I was sooo chuffed to have my own CBX...but I spent the next ten years or so gradually putting everything right and ended restoring it to original...see the early 90's CBXpress. (I always think of the ICOA motto!) to catch up on that saga.

I had also always dreamt of buying an '81 or '82 to go alongside it and in January this year that was finally realised when I bought an '82. It was an Italian bike originally, in standard Euro spec. (no saddlebags, longer mudguards, kph speedo) and with a badly blued Marving 6 into 2 exhaust, split and tatty seat and butchered tail piece.

### CBX PROBLEMS AND MODIFICATIONS

I soon changed all that. A new exhaust, saddlebags and frame came from John Janosik (thanks John!), a new tail piece and grab handle from Ian Billingham and a seat from Dave Silver Spares and then I picked up an altimeter, Temp gauge and Hondaline Type 1 radio to go alongside the clock in the fairing. The speedo was also changed to an mph one (150 mph of course!). I started to rack up the miles

in the spring...but not without a few hiccups.

Firstly, I had to tilt the motor and strip the carbs when I lost #2 cylinder...flooding too badly to run properly. Turned out that #2 main jet assembly had unscrewed itself from the carb body and was holding the float down...was sucking enough fuel to drown the spark! Then I got a Dyna S ignition & coils from TIMS and found that I couldn't set the timing correctly.

Hmmm...turned out that the primary shaft had been installed one tooth out at some point in the past...so engine out, bottom off and sort that out! This also explained the previously hard starting! Anyway the bike was now going as well as it looked. It has a 422 advancer and '79 cams and with the Dyna S it was a rocketship! I could effortlessly run past 125mph on the clock without any worries. And if I tucked down behind the fairing I could bring up 135mph time after time! It was also immensely tractable, pulling smoothly from 1500rpm...

#### WHAT A BIKE!

But then it sprang an oil leak from a lower crankcase bolt...this gradually got so bad that the bike was un-rideable. Nothing for it but engine out again! Turned out that a crankcase bolt had snapped...Anyway after a short time off the road I was mobile again in time for a memorably unseasonably warm and still September.

Carried on riding to work until last month (October) when the temp gauge was showing 35deg F and they started salting the roads...so time for cleaning and maintenance. I have to say that although the '79 gets the votes for pose value and sheer beauty, the '82 is just an awesome ride, as fast as the '79 (mine is possibly faster!), smoother, quieter, more tractable motor, (much) better handling, convenient storage space in fairing and saddlebags, wind and weather protection from fairing...(important in the Scottish climate!) the ultimate CBX...maybe!

Other bikes have come and gone (notably a lovely Suzuki GT750 triple Öran out of storage space!) but I still have an immaculate, perfect '72 Suzuki 380 Sebring in my stable (featured in

Classic Bike Feb '97...another long restoration saga) together with a Husky 250 motocrosser and a Montesa Cota trials bike, which live at our place in France.



*The kids on the Montesa, France. Summer 2001. (note CBX tee shirt!)*

#### WHEN I JOINED THE ICOA

In 1989 it was a global club, based out of the US with subsidiaries in many countries. Communications were by newsletter and telephone. I lived from one CBXpress to the next and from one rally to another...the ICOA was the CBX global community. Today... we still have the ICOA but we also have a proliferation of enthusiastic and active national CBX clubs all around the world. Indeed CBX's are being exported to countries that never "officially" had them and new CBX communities emerging.

Despite our beloved bike now being more than 20 years old the CBX world is more active and truly more international than ever. Computer technology has allowed the CBX community to prosper and grow - the internet and email allows CBX enthusiasts around the world to communicate with each other and make new friends and trade in parts, bikes and information.

For me the responsibilities of marriage and children together with increasing work obligations have seriously eaten into my available CBX time. I can no longer indulge the luxury of taking time off and attending rallies, much as I would like to! However with my computer, the ability to indulge my CBX hobby from the comfort of my home, or indeed from my office in Bangladesh!, within the limited time available is actually increased. **(Ed heads up the ICOA Archive CBX Road Test**

**Reprint Team and the Archive CBX Advertisement Reprint Team. He has over 100 CBX Road Tests in his collection and the rumour he has the sole picture of Eskimo in Alaska trying to play the term "CBX" in a Scrabble game in 1989.....are true!!!) Xpress Editor**

Although I have lost touch with some of my riding buddies of a few years back I have forged new "cyber" friends around the world who have helped with parts and advice...and humour...when it is most needed! And I still get to put the miles on the X's...but these days mostly on my own, often taking advantage of the long, long Scottish summer days...I'll be found at 4am heading north into the beautiful wilderness we are fortunate to live in.

#### SUMMARIZING MY CBX HIGHLIGHTS

Visiting Clint Hooper in 1991 and seeing what a real CBX garage should look like...the Brit/Euro rallies of the early 90's....short shifting the six along the banks of Loch Tay at 4:30am on a cloudless June morning....blasting thru' the Scottish borders with my mate on his (modern) Honda 750 (who is a Police motorcycle instructor) .....at waaay past the legal speed limits and the handling capabilities of the six (he found the handling antics of my six so alarming that he had such hysterics when we stopped that he couldn't stand for laughing...) ...and today simply loving the CBX "computer -age" community, - hunting down those elusive parts, swapping advice and information and making new friends. What a Bike!

#### AND MY CBX DREAMS

Before I get too old I want to ship my '82 to New York...take the scenic route to California, then north up Highway 1...all the way to Alaska...I don't care how long it takes (my wife might!), I plan on taking all the time it needs...even a year or more.

OK so now I am dreaming...Maybe, but in the meantime I intend taking a (short...) tour of the Scottish islands next summer and will be taking the six down to France for some exercise...(I'll put the family on a plane and meet them there!).

Ed Willett