



Team Leader: JP Grasmuch (photo at right)

To submit an article please contact JP Grasmuch via email CBXTRA6@aol.com or call 973-538-8634 between 7 pm and 9 pm 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.

The CBX World of North America Compared to the UK and Europe

Chris Burrows ICOA #29

Rallies In the US and UK/Europe

I have traveled in Europe quite extensively and with journeys to a few CBX Euro Rallies and the Isle of Man for the TT, we have clocked up 32,000 miles in 22 years. I consider myself very fortunate in being able to attend rallies in the United States, Marlinton twice, Nelson Ledges, Deals Gap and the annual end-of-season meeting in Sonestown, Pennsylvania, where the autumn colours are a joy to see, the company fantastic and the food superb.

The UK and European rallies are similar to the US rallies in many ways...a bunch of like-minded souls who insist on having a good time whilst paying homage to a fine motorcycle.

The Euro rallies attract all nationalities, the Scandinavians with their home-made schnapps / akvavit which is so potent, you could run your bike on it. The Germans and Dutch with their custom X's, the French with their hospitality and wonderful food and wines. The Brits who always turn up in numbers even though we have to catch a ferry to get to most Euro rallies.

I mention the most common nationalities to turn up as well as Italians, Swiss and Spanish, we get Japanese and American sometimes, too. The one thing that the European rallies have that the Stateside one's don't, is the different countries have varied cultures and scenery. The beautiful cities of Italy, Germany, Holland, Belgium, Britain, Scandinavia and France with old buildings dating back a 1000 years. The Rockies are very spectacular but, for

most Americans they're a long ride away whereas in Europe the Alps or the Pyrenees are a day's riding away from most places.

The US rallies are always very good to attend the venues are usually in the middle of beautiful riding country, Marlinton being a prime example and this rally features great CBXer Agenda/Events plus lots of late night fun and entertainment which I try my best to avoid, but so far with little success. The one outstanding quality of State side rallies is the cost of spares in Europe parts are expensive (see below).

In the UK, everything is expensive. Gas is around 79 pence per litre, that's about \$3.50 for a US gallon. I am basing my UK prices on a pound costing \$1.60c. We also have a purchase tax (VAT) @ 17.5% to contend with.

CBX Prices in the UK are as follows

An '82 in v.g.c. with a spare set of carbs for £2250. (\$3600)

A mint silver '78 new camchains and full service record but with a 6 into 1 going for £3000. (\$4800)

A Red 1980 'Z' MODEL v.g.c. with stainless 6 into 2 for £2500. (\$4000)

A silver '79 model registered in 1980 with 125 miles on the clock for £5500 (\$8800)

Not too many spares for sale in the UK club magazine but a Silver '81 (looks new) tank for offers over £125 (\$200)

Typical UK New Parts Prices

Alternator brushes \$25

Alternator plates \$90 & \$82

Exhaust system (left side and bare) \$925

Exhaust system (right side and bare) \$990

Centre pipe \$195

Final drive chain \$190.00

Cam-chain (top & bottom) each \$135

Oil filter (Honda) \$8

Mobil synthetic oil 4.55 litres - UK gallon \$64

NGK Spark plug (each) \$5

Typical UK Used Early Model Parts

Prices (above average condition)

Complete exhaust in above average condition \$1000

Tank \$240

Seat \$400

Tail Piece 79 \$160, 80 \$120

Carb set \$400

Side Panels each \$40

Motor (no carbs or alternator) \$1200,
With alternator \$1600, complete \$2400
Alternator \$240

Typical UK Used Late Model Parts Prices (above average condition)

Fairing Complete \$240/\$350

Late Model fairing very hard to sell as quite a few about as any 81/82's have fairings remover over here to look like early model cbx! You almost have to give the fairings away

Tank \$240

Seat \$320

Tail Piece \$120

CBX Trends in the UK and Europe

There was a customising trend back in the 80's but people seem to be realising the value of standard and trying to keep them so. Some of the 'custom' X's are really beautiful.. let's face it, anything that improves the handling is a boon the ones that I have seen from Holland and Germany that use other Japanese parts are works of art but the few 'factory-custom' are something else.. the Moto Martins, the Egli Red Baron and the rare Spondons are not only great looking but seem to retain their value.

Personal

I own 2 CBX's...a red 1980 UK model (same as the US '79 model but with low handlebars) and a low mileage US '79 model which I bought on the net as a 'bucket job' it had not been serviced properly and on 17,000 miles, it threw a cam-chain and bent lots of valves and broke 4 valve guides. It is still languishing in my friend's cellar in Philadelphia but will be shipped home this year. In my travels back and forward to the UK (I commute every 6/7 weeks) I have managed to transport a lot of it home but on every trip, I buy something else and end up where I started! I bought my UK model new in June 1980. I paid £2250 (\$3600) for it.

I had been saving for one for a long time after seeing the CBX on display at the London Motorcycle show in 1978 I HAD to have one. As I am rarely at home these days, it sits in my garage awaiting the start-up and short drive around the block to keep it running. This is not good and have had a great deal of help from Tom Neimeyer in cleaning my carbs out. Thanks, Tom.

I have kept it pretty much standard apart from Koni shocks, a fork brace and Krauser hard panniers, which, as well as looking good, have been a real help in my numerous trips on to the Continent.

As far as the '79 goes, I will install a CB1100F swing arm with a wide Suzuki rear wheel, GSXR1100 front end, 6 into 6 with stage 3 Dyno-jet and individual air filters..(when I EVENTUALLY get it home that is!)

I belong to the CBX UK Riders club now run by Mel Watkins. I was a member way back when Pete and Rusty Broad really established the ICOA in Britain and they started the Riders club as a solely UK club. The magazine is excellent and comes out every quarter and always full of news and advertisements. If you want to join, contact Mel Watkins on CBX6MELUK@AOL.COM.

I was a member of the Excaliburs when I lived in Toronto in 1981 but the club was short lived, sadly, it seemed to be going places. I joined the ICOA in 1981 when Stan was running it.

Regards
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