

Update from Current Director

The CBX is a Great Motorcycle

The CBX is a great motorcycle now because it was great when it was manufactured in 1978 -1982. The CBX greatness was confirmed over and over in international/national motorcycle publication period tests and comparison tests....of which many declared the CBX "Superbike of the Year." A 37 year old 1966 BSA 441 was a terrible motorcycle new and is a terrible old motorcycle now no matter what any 25 year old motorcycle magazine editor tells us. Old never automatically translates into great.

SAD NEWS

I am sorry to advise the membership that Eric Artz our New Jersey Director passed away due to natural causes. Please go to page 26 for our dedication and memories of him.

DIRECTORS AND OPERATIONS DEPARTURES

Ed Perkins and **Tom Whaley** have stepped down as State Directors in Ohio and Oregon. Both were long time state directors and each held many rallies over the years that benefited ICOA and members. I never met Tom, but we have talked often and there is nothing not to like about him for sure. I have known Ed for 15 years or so and have nothing but respect for him and want say a special thanks that he went out of his way to find a replacement before stepping down....happy retirement and travels Ed.

Eric Schreiner will be stepping down in the near future as our Goodies Director so he can concentrate on keeping his improving health going in the right direction. Eric dedication to ICOA via so many hours each month shipping goodies and again staying on until we had a replacement plan settled are just a few of his great ICOA qualities he has that we can all strive to include as part of our club involvement.

NEW DIRECTORS AND OPERATIONS APPOINTMENTS

Jeff Davis will be taking over the SW Ohio State Directorship and we will have a feature on him next month.

Steve Staats from Minnesota will head up the Membership area once we finalize the implementation of the new web based membership software.

Jan Ringnald will head up the Intermediate Tech Team. Jan is in the process of moving to Denmark, on temporary assignment with his company, but told me his is not about to let something like relocating half way around the world interfere with his new ICOA position.

Bill Roberson, from Oregon, whose fantastic CBX photos stunned us in the Summer Xpress will be heading up the all new ICOA Photo Team.

Mike Nixon has rejoined ICOA. Mike was responsible for many of the wonderful articles in the Tech Tips and Xpress... and was one of the CBX Technical Saviors for us all way in the early days of ICOA. See the Advanced Technical Team article for a more detail sidebar on him.

ICOA NEWS

Xpress Award: I am pleased to advise the membership that the 56 page, 2002 Winter Xpress was awarded First Place "Best in Print" by the Printing Industries of Virginia (PIVA). Our printer entered the Xpress for ICOA. For all the Xpress Teams that "worked their hearts out" on every this Xpress and for ICOA this award is for you.

ICOA Unveils Largest Web Based CBX Technical Help Library

Amazing news here.....ICOA rolled out our CBX Technical Help Library which allows CBXers to post questions/answers to 12 very specific CBX Technical Categories. Answers for each category are there when you need them.... and unlike some CBX "email based chat lines" there is no threat of a virus contaminating your computer. And yes we do have forum monitors now and can assure you the ICOA page is your CBX Safe Havenjust like it is at any ICOA Rally. Go here to see it <http://www.cbxclub.com/> See page 36 for the exciting details.

ICOA Web Page Long Term Plans

The goal is an all new and dynamic ICOA Web page that will allow our 20-30 Xpress Teams and members edit content/photos/articles themselves then upload the these.....without the help/need of a webmaster! Imagine a constant inflow of hundreds of new CBX content items a year from all the ICOA teams and members.... plus direct feeds from our membership, classifieds and rallies modules. We are looking Q1 2004 rollout.



Mike, wife Donna and Teddy (Trip To Nova Scotia with 3 CBXers and Wives)

Membership Processing

We will be moving memberships off the desktop application we have now to a www based membership program and hope to have this up and running by the end of this year. This will allow members to make changes directly to their own records/files such as new email addresses or mailing addresses. This will also allow ICOA to send lapse membership reminders via email and save the club thousands each year...plus members will eventually be able to e others nearby with ride invites and other information. We expect to have this operational by the end of the year and Steve Staats from Minnesota will head this area up for ICOA.

Membership Count

Last issue I reported we had went a high of 1650 members ten years ago or so to 854 when I became Director in October, 2002. We might be turning the corner with the count now over 1,000. Sidebar observation here is the email and calls I get day to day which are filled with a new enthusiasm for the club and their CBXs. It's going to be a long, long ride to make it back, but I feel we are on the right road, with the right organization structure and plan.....time will tell. So what are you doing to get ICOA get there?

ICOA CBX Race Team Support Program

The support program will include voluntary donations from the membership as part of the new member and renewals process. We will also be doing other things to help the teams and these will be announced as they are finalized. Contact John Seltzer for information (360-647-7702) or via email jhseltzer@attbi.com

And finally.....I want to apologize.....yet again to all teams and ICOA members that submitted articles that did not appear in this Xpress. All submissions will appear over time and I want to thank you for your efforts in behalf of ICOA.

Mike Brown Barone #123
ICOA National Director
Team 222.....2 old, 2 fat and wayyyy 2 slow

CBX *Modifications Team*



Team Leader: Jeff Bennetts (photo at right)

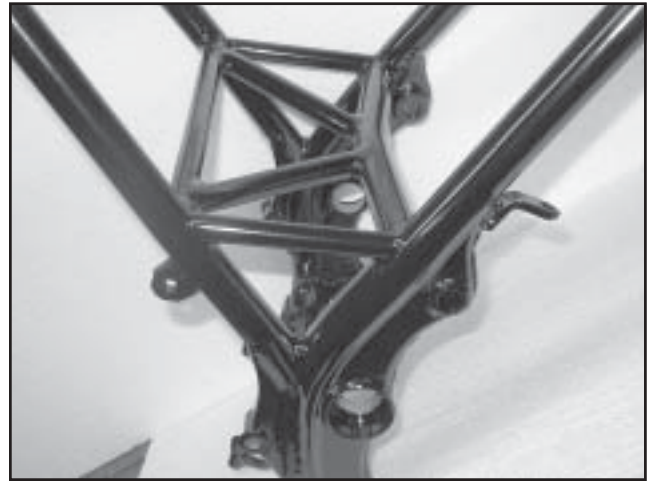
To submit an article please contact Jeff Bennetts via email cbxsix@yahoo.com or phone 3330-499-5805 EST. Current article format/content, but be creative. 250-500 word count in MS Word or email format. Jpeg pictures please. Submit text files and picture files separately (do not embed pictures in article). Regular mail/photos acceptable. **Next Xpress submissions due by 12/15/2003.**

Early Model Frame Bracing Pictorial

Contact Jeff Bennetts for more details using phone or email above



Rear from back



Battery Area



Top Front

Top Rear



Top Side



Team Leader: Ed Willett (photo at right)

To submit an article please contact Ed Willett via email Ed.Willett@btinternet.com or phone at: +441313324671 up to 9 pm UK time. 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.

Team Member(s): Achim Grabb



1981 CBX: CLASS FOR THE MASSES

by Ludwig Braun

English translation of the German Motorrad magazine test of a pre-production 1981 CBX. Test conducted in Japan, December 1980. Printed in 4th February 1981 issue of Motorrad.

translated by Achim Grabbe, edited by Ed Willett & Joanna Scheucher

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The number of cylinders is about the only thing the '81 CBX has in common with its predecessor!



New shape: fairing and euro style

Work began on the original CBX in the summer of 1976 in the Honda Research and Development Center in Asaka near Tokyo. In 1978 after a development time of only two years the first Honda CBX rolled onto German streets, *"the test field of Europe"*, said Honda chief developer Hiroshi Kameyama, 42. *"In Germany the bikes are ridden like nowhere else (harder!) in the world"*.

Kameyama seems to know German dreams and desires well, because some of the products for which he was responsible were elected by the MOTORRAD readers as "bikes of the year"; the Honda CBX, 900 F Bol d'Or and 1100 R. However the European test field (Germany) too

clearly showed the weaknesses of the Honda CBX:

- - poor straightline running
- - under dimensioned flexible fork
- - overextended rear damping and spring suspension
- - poor torque curve

In the fourth year of production new technical superlatives were to be set and the target was the improvement of riding stability.

"This is the re-birth of the Honda CBX." With this meaty slogan Hiroshi Kameyama presented MOTORRAD with the new generation CBX on the 12th of December 1980 at the new R&D race track at Togichi near Tokyo. The most important alterations:

- - modified styling plus fairing
- - ProLink rear suspension and damping
- - aluminium swing arm
- - reinforced fork legs
- - revised torque curve



Test in Japan: the CBX and her builders

Beside the main focus other little changes were naturally incorporated into the CBX, one of three flag ships from Honda. To the question, *"Which of the three large capacity Honda bikes would be the top model?"*, Yasukisa Kowada (Honda PR chief) replied: *"Actually Honda has three top models: the GL 1100, CBX and 1100 R. The first two are the production bike flag ships, but with the CB 1100 R a Honda race philosophy became real."*

The most obvious modification to the CBX is the incorporation of the well known Euro-styling and the spit-moulded frame mounted plastic fairing, with the golden letters "Super-Sport" on both sides.



Wind protected workspace for the rider.

"But we didn't develop the second CBX generation just for looks", emphasized Kameyama. The real reason for the development was the handling deficiencies of the original six cylinder Honda. Here Symji Tanaka, chief of

Honda suspension technology, developed a patent. The magic formula is called "ProLink"; a progressive suspension linkage, (already known from three models of Honda motocrossers), and is the first time it has been installed in a street bike.

The ProLink system is a lever and joint mechanism which sits near the swing arm pivot point. Via clever utilization of the lever geometry the ProLink system provides highly progressive movement of the suspension and damping; the swing arm is sensitive to small irregularities but becomes increasingly harder over larger bumps. The ProLink System provides :

- - progression (which becomes feasible primarily through leverage)
- - variable air assistance (here the spring rate could be adjusted individually)
- - adjustable rebound damping (via three settings)



new rear wheel guidance: ProLink makes it possible with leverage

The valve for the air assisted spring and the knob for the rebound damping adjustment are located under the right side cover. The ProLink system is connected to the aluminium swing arm



Manual adjustment of damper and air assistance.

at two points and the swing arm is guided axially with ball- and radially with needlebearings. The upper end of the suspension damper is mounted in the area between the side panels.

The Honda technicians faced another problem at the front of the original CBX. The telescopic fork which was inherited from leftover stock from the old CB750F2. The fact that the fork leg diameter has been increased from 35mm to 39mm shows that the CBX constructors were aware of the poor stability of the first generation fork.

To counteract the high stiction between slider and tube, characteristic for large dimension forks, syntallic guides (special synthetic material) were incorporated. The forks are also air assisted and the pressure can be manually adjusted.

Even the five spoke ComStar wheels were to be improved over the years. According to the motto: "improvement is the enemy of the good", the 1981 model had the following modifications:

- - material of the spokes was changed
- - the profile of the spokes was reversed
- - the rim was widened
- - the hub was widened too.

Through these stabilising provisions the possible side loadability of the rims was

enhanced, reducing impact feedback through the frame and therefore to the rider.

The seat position doesn't seem to be a topic for discussion anymore at Honda, so hasn't changed with the newest creation of the CBX. With the mass of plastic materials and the engine the overall impression is one of great size. But in spite of the increased weight plus fairing the bike is easy to move from standstill and handles well even at speeds above 100 kph [62 mph].

With the fairing and ProLink the wet weight is increased from 274 kg for the first CBX to 293 kg for the new model. The maximum load capacity was increased to a powerful 480 kg, this caters for a load of up to 187 kg.

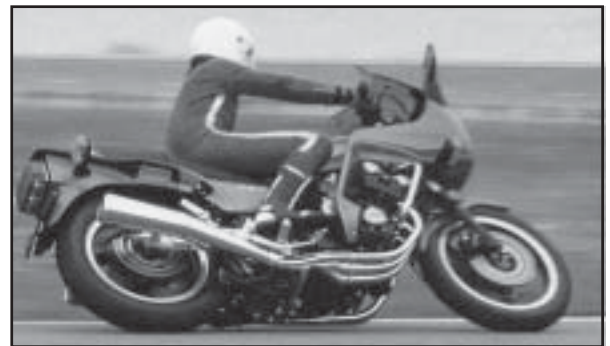


Ventilated discs with double piston caliper

Once this mass is set to moving, the new double piston brake system with two vented discs works well, but the rider can still only make sudden direction changes with effort. At this point the large mass appears. Through corners a higher transmission gear should be selected to reduce the engine effects on the handling.

New camshafts with revised timing and a new exhaust system are responsible for better engine characteristics and a wider power band,.

In fast left-right corner combinations with simultaneous braking an anti-dive system would be good for the CBX, because of the strong dive of the chassis. Having been spoken to, the Honda technicians indicated that they know



this, and they had already patented a system; but installation would be a question of the cost.