

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. **Next Xpress submissions due by 12/15/2003.**

Tony MacNeill

LUMBY, BRITISH COLUMBIA

Hello! I am Tony MacNeill, ICOA member #0006.

My family and I live in the village of Lumby, British Columbia located in the Monashee Mountains about 300 miles northeast of Vancouver. My lovely wife Cheryl and I amuse ourselves by raising our two teen girls; Jennifer (15) and Christine (17).

I am an Industrial Mechanic at the Owens Illinois Glass Plant just down the road. As a member of the millwright crew, I help the plant produce over 350 million bottles a year. Besides my bag 'o hammers, I use crescent wrenches, screwdrivers and sockets.

In between family time and work, I try to ride at least nine months of the year. We are located a few miles east of the Okanagan Valley, which has fantastic riding roads through orchards and vineyards. Just to our east, in the Kootenays, are some of the twistiest mountain roads you will find anywhere. To the south, I ride with the 'Mericans throughout the western states.

HOW IT ALL STARTED

I joined the ICOA in January 1982 after I saw a blurb in a motorcycle magazine for a new club. This fella named Stan Carpenter of Arizona had a vision. I remember getting hand written notes from Stan and his wife Fay. I still have the picture of Stan on his CBX with his official ICOA yellow T-shirt. He included this picture with every membership kit, and he had already mailed out four before I joined. I met Stan and Fay for the first time in 2000, when me 'n the two Petes (Ahrens and Ruff) went on a trek from Death Valley to Mesa Arizona to "see his holiness".

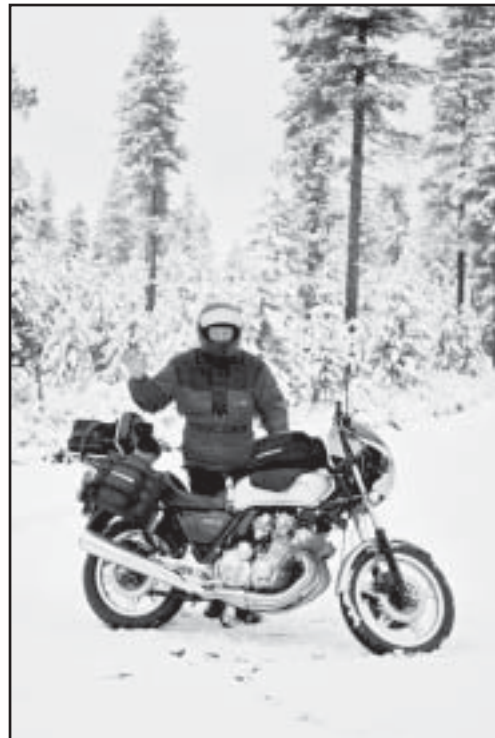
I bought a new silver CBX in July 1979 in 100 Mile House B.C. At the time, I owned a 78 CB750F and recall the day, in the spring of that year, the CBX appeared in the showroom. Dennis the salesman, said I just had to hear it run. He fired it up inside and revved the heck out of it a dozen times or so. That was it! I had to have one. I pinned a CBX brochure in my room at a nearby mining camp.

One day, a friend drove up in a brand new Mazda RX7. He told me a friendly bank lady loaned him the full purchase price. They had lots of money! I strolled over to the bank to make an appointment that same week, to get me some of the bank's money, and walked back into the Honda shop with a sly grin. Dennis said, "You are buying the CBX, aren't you?" He helped me load the stuff off my trade-in CB750 and I rode up the hill in the dark, looking down at the glowing red instruments on my first ride. I have been hooked ever since.

ONE IS NEVER ENOUGH

Two years later, I bought another 79 CBX, as I wanted a keeper CBX as a back up to my rider one. Being a 21-year-old, I routinely scared myself so bad on the CBX that I would have to pull over. Many times I looked down to see my leg literally trembling from the fear. Ten or twenty cars need passing? No problem, wick'er down a couple gears and hang on! The adrenaline rush was the fix I required.

After Cheryl and I became "Mr. & Mrs. the CBXs were still polished and admired, but logged very few miles. Being in mining, we followed the mines as they closed and opened. I sold my original tired CBX in 1985 and went two years with only one CBX...sniff...



Mid-summer riding in British Columbia, Canada sometimes requires special preparation as illustrated by Tony in this photo.

OBVIOUSLY AN ADDICTION

I bought another silver 79 CBX in 1987 in Vancouver from a fellow who was moving to Australia. This CBX was unfortunately destined to be parked on it's sidestand and suffer the dreaded "hydraulic gas lock in #1 cylinder" in 1989. Thus began a four year total rebuild and restoration to "as new" condition. Now I realize that this was the perfect time to undertake the restoration, as you could still buy every part you wanted. This keeper CBX now has NOS red bodywork and a new OEM exhaust and the Sport Kit. I ride it a thousand or so kilometers every year to keep it running like a top.

My silver CBX is ridden 10,000 kilometers or more every year. Since I met Terry Keene, the former Alberta Director in 1992 at the Three Valley Gap Rally, I have taken a renewed interest in

the riding and wrenching of the ol' "X". Sadly, Terry passed away a few years ago, but I still remember Dal and me going waaay too fast for fifty miles or so, waiting for Terry as he casually rode up on his Vetter Fairing equipped 80 black CBX puffing on a cigarette. He could only shake his head at our shenanigans!

THE CBX PASSION

is it's raw turbine-like power that comes on strong above 6500 RPM. I like setting the 24 valves to within .02 millimeters and syncing the carbs to within 0" Hg. After checking/tightening/setting/ syncing/polishing for a couple weeks, I can look down at the bike as it purrs along for thousands of kilometers on one of my many trips to CBX Rallies. My only dislikes of the CBX are it's crappy handling above 160 KPM and skinny tires.

The bad handling imposes an upper speed limit, which must be obeyed - "which is a good thing" as Martha would say. Because I like to keep the bike

basically stock, I have learned to live with the skinny tires. The only improvements I have done are: braided SS brake lines, Progressive rear shocks, Corbin seat, bike computer (as recommended by Pete Ruff in the Xpress), wiring for heated vest and gloves, stick-on cheap clock that I can read while riding, rear AMCO "period" rack, soft saddle bags and a tank bag with a map window. My rider CBX has the original long bars, but I do have a Sport Kit waiting to be installed.

THE SOCIAL SIDE!

Since becoming B.C Director in 1992, I have ridden to a couple of dozen CBX Rallies. As I host the Three Valley Gap Rally almost every year, I usually start out with that Rally and then attend Terry Muskopf's Washington State Rally or Bill Rathgeber's Alberta Rally and the occasional rally further away. I rode on the Drunks and Bums Tour in 1998 to the National Rally in Morro Bay California and met Tim Ware and his wife Betty. In April 2000 I rode to the Death Valley Rally with Terry Muskopf,

Tom Whaley, Orin Gosrand, and another of Tom's friends. Me 'n the two Petes left Death Valley and went on the trek to see Stan Carpenter in Mesa Arizona. I rode home solo and clocked 1062 miles in one day from Mesa to Boise, Idaho!

These CBX Rallies are what make up the majority of my ICOA memories, along with our recent annual rides through the western states with "the Seattle CBX'ers". Oh yeah, I usually make it to Plumber Dave's Montana CBX Rally. I really like the fantastic roads I can ride to Bigfork Montana and back. Dave and his wife host a good old down home type rally which the Drunks and Bums Tour crowd crash every year.

My future Rally plans are to attend an Oregon Rally and RIDE to Ray Korpan's Iron Nutt Rally on the November 11th weekend in Saskatoon, Saskatchewan. I am patiently waiting for above freezing, no snow conditions, just so I can say I was the only stunned bugger to actually ride to his Rally in the middle of winter. Funny, last year, only three attended.

ICOA

I am a big supporter of the ICOA and everything it stands for. The club is only as dynamic as it's members. I have met hundreds of ICOA members at the various Rallies, and have had some of the best times of my riding life going to or from the Rallies and enjoying the moment as another great rally follows it's course. Like most other ICOA members, my biggest dislike concerning the ICOA is the on-line bickering. All I can say to you couple of dissidents is, go to a Rally, volunteer for a Club position and see what you are missing.

So that's it. I hope to meet many more of you out on the road and at a Rally or two. As Stan said, "Ride With Pride"



From left: Phil Johnson, Art McGoogan, John Seltzer, Terry Muskopf, Tony McNeill and Oren Gostrand

RALLY PICTORIALS WILL BE FEATURED IN THE NEXT XPRESS

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