

# CBX Motorcycle Products

To head up this team or submit an article please contact Mike Brown Barone via email team222@paonline.com or call 717-697-5559 late eve 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.**

## Only the Avon 130/650VB18 Rear Tire is Designed for Narrow Rear Rims Like the CBX

Well-known British vintage racer John Cronshaw was involved in the development of Avon's newest vintage racing tire that can be mounted on rims as narrow as 2.15 inches. Avon's 130/650VB18 series rear tire the unique inset bead area eases excessive carcass bending on narrow rims while still maintaining a low profile tire, contour and width as if it were mounted on a 3.0 inch (WM5) rim. (**Read** full details in test shown below)

**I WANT TO KNOW MORE ABOUT THIS TIRE AND READ FULL TEST**  
<http://www.motorcycle.com/mo/mcbeware/avonam22.html>

### ON THE ROAD

2,900 miles at on the road and one CBX track day at Nelsons a few years ago showed the tire to live up to its reputation on the track, yet also excel on the street during normal, fast and two up riding. Performance in the rain also was very good.

I really liked the look of the extra width (3/4") of this tire on the CBX as compared to any 120 series tires and felt more comfortable that it was designed for narrow rims Vs just stuffing a normal 130 on the CBX narrow rim.



If you are like most CBXers and ride less than a 1000 miles a year this tire will last you three years and it is

comforting to know if you want to pick up the pace in the twisties or on the straights you have the best tire for this on your CBX.

On the other hand if you ride 10,000 miles per year or more on your CBX and really don't care about riding a fast pace in the twisties or the 120 narrow tire look this is definitely not your tire.

One thing for sure is we all have another tire choice now. Finally I would recommend calling Avon before you buy and go over what front tire is best for the rear 130/650VB18. They offer many choices and can review them with you. See instructions below. 1-800-624-7470

### I WANT TO BUY THIS REAR TIRE:

Accessorie Warehouse  
1-800-241-2222

Accessorie Warehouse part number:  
32259

Accessorie Warehouse tire name  
designation:  
Avon AM23 Race Compound

Accessorie Warehouse tire  
designation:  
130/650VB18

Local Dealers can also order this tire for you. This has the added advantage of you being able to examine the tire before you pay for it and verify the date of manufacture (see below)

### SPECIFICATIONS AND PRICING

Outside Diameter: 25.5" (compared to 26.3 inches for the 120/90)  
Width: 5.4" (over 3/4" wider than 120/90... which is 4.6 inches wide)

Something ripped the rubber off of my Metzeler at Marlinton in June 2002. So, I began the quest for replacement tires. Several articles on the CBX list led me to Avon Tyres.

The hunt for a wider rear tire produced the Avon AM23 130/650VB18 that was designed specifically to have a larger contact patch on a very narrow rim (2.15"). Its' main purpose was for vintage racing where, by rules, stock narrow rims had to be used. The Avon representative I spoke to paired it with the Avon Super Venom AM18 100/90V19 for the front. An interesting aside is that each of these tires can be used on the front or rear of a motorcycle just by reversing the direction of the tire during mounting.

They were a little tricky to mount on the narrow rim but patience paid off and they inflated just fine and hold air.

I have had the tires on my 79X for 2000 miles now including my run to St. Clairsville, Ohio in August 2003 that included 100 miles or so in the rain. The traction seems very good wet or dry, as I experienced no slippage cornering. I admit I am very careful in the rain. I did experience one butt clenching moment when I was following Chuck Ewing on I 70 in the rain returning from Saturdays' ride in Southern Ohio. Chuck was in the left lane and I was in the center lane. As I accelerated to pass some traffic and switch to the left lane I crossed the tar snake between lanes and the engine revved wildly as the tire spun on the tar strip. The bike bobbed a little and then settled down as I eased off the throttle. Phew!

### Conclusions.

They are wearing at a rate that tells me I will probably get about 4000 miles on the Avons. I have had Metzeler ME99A's need replacement after only 1200 miles.

They look great. Mainly the rear, which has a fatter look and appears to fit the CBX better aesthetically. They feel quite stable and sticky. Would I buy them again? Maybe. I am not yet convinced that the cost benefit ratio is what I would like to see. I do see that many of you have bought sets of tires for the CBX for about \$120 but they are available per the article less than I paid.

John Swift  
ICOA #4341

Price: \$133.95 (compared to \$92.95 for the Avon Roadrunner 120/90)

### COMPANION FRONT TIRE OPTIONS

1. Companion Avon Super Venom AM18 FRONT **r a c e** tire (100x90/H19 tire is available from Accessories Warehouse. Part number is 32262 and it is \$119.95. This tire was listed on backorder as of 09/20/2003,

2. Avon offers a couple of compatible **FRONT non-race** tires and here are a few but as listed but the recommendation is to go for the full deal with the race front and back. Non race front tire options are: **A.** Avon Venom AM18 front non race compound (100x90/19 tire is available from Accessories Warehouse. part number is 02270 and it is \$75.95. **B.** Avon Venom X 100/90H19 Front Tire #280901 part number 38283, \$72.95. The recommendation is to call Avon before placing your order and go over all front tire options.

I am from the UK but have been working in the USA for the last 8 years & 3 years ago, I went to a track day that had been organised by Jeff Bennetts at Nelson Ledges, Ohio.

Luckily, Mike Barone lent me his spare Z, so I could thrash it around a bumpy test track on a hot sunny day...it's a tough life, but someone's got to live it. The bike was shod with the excellent Avon Venom on front and AM23 on the rear.

They took everything I threw at them and were superb all afternoon. Jeff said that he was amazed at what Mike and I were making the bikes do on the track

Even so, I still couldn't catch Mike on board the Dawg, even though he had a considerably higher weight than me, but the Dawg also had a CB1100F front and back end and, that, Ladeeees and Gentlemen was the only and I mean, only, reason he whooped me. I dubbed him Team Kenworth and he loved every minute of us teasing him.

The circuit is very bendy with a long hairpin bend followed by a long straight with a slight bumpy right hander in the middle of it. The track is quite bumpy in other places also but the 79 X didn't seem to notice...sometimes on the straight the famous old hinged frame came into play but the tyres were more than capable of handling it.

I was very impressed with the tyres. The CBX has a small rear tyre which doesn't look right for the size of the bike...these tyres (AM23) look nice and fat given that the standard rims are very narrow.

They were developed in the UK (proud!) by Avon Racing and can be fitted to rims as small as 2 1/8" (55 mm) wide. The rear tyres have a special inset bead area that eases excessive carcass bending but still maintains a low profile.

As for the front, the Venom was great also (AM22 fronts were not avail at the time to fit the CBX), no hint of a slide or slip all day...I found that I could maintain maximum lean all the time.

They might cost more than the run-of-the-mill tyre but, in my humble opinion, they are worth every penny and having owned my X from new, I have to say that these are the best all round tyres that I have ever used.

Chris Burrows  
ICOA #29

## YEAS

1. Cheap fix to weinie 120 tire width look on early model CBXs.....increases tire width little over 3/4 of an inch without any hardware or other costs
2. Super dry and wet performance and increases rear contact patch when compared to 120
3. CBXs will sit little less than 1/2 inch lower you will feel a bit more in the cbx vs on it
4. It is good to know you have the best tire there is for stock CBX rims if/when you ride hard at times
5. Wins many vintage races on bikes like the MV Agusta.
6. It will get good but not great mileage. Expect 3,000 - 4,000 miles or so riding at a normal pace 95% of the time.
7. Per year costs if you ride only 1000 miles per year will be only \$15-\$20 more/year than most other tires over the three year tire life/
8. Proven to work on CBXs at Track Days

## NAYS

1. Rear costs a whopping \$135/\$150 or \$50/\$65 more than most 120 Avon, Dunlop or Bridgestone rear tires
2. The rear 130/650VB18 will get 1/2 to 2/3rds the mileage of a non race tire, so if you are putting lots of miles on per year this is not the tire for you
3. Won't perform any better than standard tires at a modest to normal pace or on the interstate
4. If you don't care about the best grip, handling and a 3/4" wider look in the back this is not your tire
5. Most riders wont be able to tell the difference most of the time




6. Do not fit the Avon 130/650VB18 with any front tires other than those recommended by Avon

6. Do not fit Avon 130/650VB18 with a radial front tire.

## OTHER MUST DO -OR- IMPORTANT CONSIDERATIONS

1. Don't buy an old/new tire. When ordering ask them to tell you the last 4 digits of the dot number. 51/01 means the tire was made the 51st week of 2001.
2. Due to slightly smaller diameter this tire will change cbx gearing about 3% which is about the same as going from stock 42 tooth to 43 tooth rear sprocket. This will increase rpm at any speed by 3% and drop top speed by 3% but also enable the CBX to accelerate and dig out of turns better. **IMPORTANT:** You should lower your CBX front forks 3/8" to compensate for the Avon 130/650VB18 rear tire being smaller. This will get the CBX back to OEM chassis settings

## VIP: CONFIRM SOME/ALL THIS WITH AVON: 1-800-624-7470 and ask for Craig

Avon has a firm policy about not using non DOT approved race tires on the street, but once they explain this to you and ensure you understand it they will be helpful and answer all your questions. You can confirm in talks with them that hundreds of riders do fit Avon racing tires including the 130/650VB18 each year to their street bikes without issue or trauma. 



**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 12/15/2003.**

## BILL'S SPECIAL

### *Bill Mabanta's Picture Perfect '79*

#### IN THE BEGINNING

February 1978, Cycle magazine... "There is no doubt: The CBX six is the hardest-accelerating production vehicle ever built"...I knew that I had to have this motorcycle, so sight unseen, I headed down to the local Honda dealer and settled the deal at \$3,450...and the rest is history.

I am happily married for the 3<sup>rd</sup> time to my wife Carla and I have 5 children... Jennifer 32, Willy Jr. 23, Lauren 21, Kristin 18, Lila 16 month old. This bike has survived 2 divorces, which can be considered an accomplish-ment in itself.

Shortly after purchasing this bike, I went into business with a partner with a precision sheet metal shop, in which we were a subcontractor for defence work. Since then, we have started other companies that cater to the manufacturing of laboratory and clean room equipment. Today our facility is 100,000 square feet and we employ about 100 people. This explains the low mileage on my bike!

#### THE JOURNEY BEGINS - 18 years later!

Other than a sports kit, this bike remained pretty much stock until 1996 - that's when I started getting more involved with the ICOA. I started getting exposed to all the creativity from all the members, which together with the availability of parts, started me thinking of things to do to my bike. My initial thought was to go all out with a Spondon frame with a single sided swing arm and under-tail exhaust. However, having fallen in love with the initial look of the bike, I did not want to lose its basic design, so I figured that I would just try to improve what was already a great bike.

For starters the engine needed to be woken up, so a big bore kit was in order. However, the power will never match my other Hondas, which include a CBR1100XX, RC51, unless I made the six so radical to the point where it would not be dependable. Here's a list of the work I personally did :

**Oil Cooler:** As you can see in the view above, this is an oversized aftermarket item once sold by TIMS and it has stainless steel braded oil lines with Earl's fittings. To complete the look, I then fabricated an air scoop together with a rock screen to cover it.

**Carburetion:** Stage 3 Jet kit with complete rebuilding, which included all "O" rings.

#### IT'S ALL IN THE DETAILS

**Exhaust:** Kerker 6:1 with 2 Ω" competition baffle, with a custom tip - the headers were coated with HPC high performance ceramic coating inside and out.

**Clutch:** EBC heavy-duty clutch and springs, Barnett drive plates.

**Ignition:** DYNA S ignition and coils, red Taylor stainless steel braided plug wires.

**Suspension:** 82 CBX front end with progressive springs and a steering damper. For the rear, I installed a 2" over stock Calfab swingarm with Ohlins shock absorbers with built in external damper reservoirs.

**Wheels and Brakes:** Performance Machine wheels and brakes with stainless steel braded lines - this combination permitted me to install a 150 rear tire, while the front tire retained the stock size

**Body:** The fuel tank/front fender/tail section remains untouched with the

original paint, while the seat is a Corbin, with a bikini front fairing with matching paint.

**Special Detail:** many areas of the bike were showcased with a combination of red powder coating, chrome hardware and polished aluminum - basically I took every part on this bike and either restored it to original, replaced it or customized it. This included the sport handlebars, mirrors and fittings, as shown in the 'office' view below.

**Lighting:** I am actively involved with Libertek, a manufacturer of custom motorcycle LED lighting in Canada, who mainly caters to the modern sports bike - I help them with designing adaptor plates to install these LED's. I custom made the kit shown below on my bike, which consists of integrated tail light assembly and front signals.

For now, I think what I have accomplished is improving the weak points (not saying that Honda did not do their job, but technology has changed) while keeping all the great aspects of this almost 25 year old bike. (Editor's comment : Not to mention adding his own special flavour to the bike!).

Here's how the bike looks today:

It's still my favorite. My other bikes include: 81/82 CBX, 75 Gold Wing, CBR1100XX, RC51, (Suzuki 73/76 GT750 being restored). As far as the ICOA, I look forward to the rallyes every year. I have made many great friends whom Carla and I enjoy seeing. Also, the CBXpress, together with the website, keeps me well informed about the club.

Bill Mabanta,  
Long Island, NY  
Member #4485

