



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 3rd 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.

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