

George F. Wolfe - RIP

(Born April 3, 1923 / Died November 4, 2003)



George - always first and ready to go!

We all met George for the very first time in the 1991 at the ICOA Rally held at the Pixie Hotel in Pennsylvania. He rode in on his CBX Sidecar Rig. First impressions were of a man in his mid-70's that loved motorcycles.

When he told us about racing at the Isle of Man in the 1950-60's and meeting all the famous racing stars of the eramost of us were thinkingyea right.

When he told us about campaigning in International Sidecar Trials Series in Europe in the early 1960's...most of us were still thinking...yea right.

Then when George showed us the details of CBX sidecar rig that that featured a high speed "leaning" actuator feature he designed and built himself we all started to think this guy just might be for real and we had better listen up.

Then there was that look George had. It's hard to explain, but once you got past George's grandpa appearance...those eyes and the features of his face conveyed a determined and tough look necessary to accomplish the motorcycle racing feats he told us about.

After supper, all the talk in the parking lot centered around George. He was in his element showing us all about his CBX Sidecar. He asked if anyone wanted

a ride in the sidecar...but his small smile told me...don't do it. Paul Brown was not so wary and eagerly volunteered. Last we saw George and Paul was at the right turn at the end of the hotel...sidecar off the ground by about 3 feet and Paul screaming "helppppppppppp meeeeeeeee."

Of course, George was not done: In fact he was just getting started as we were to find out on the Saturday group rides.

The Sport Ride was forming up and I think everyone was a tad surprised to see George with Mikey (Dennis McCartney's 8-year-old son in the sidecar) lined up at the back. Hummmmmmmmmmm. The ride departed and at after 20 miles of "above average" pace we pulled over at a stop sign in the country to do a headcount and check the maps.

As the other riders arrived, we were more than just a bit amazed to see George and the sidecar fourth to reach the stop and in the process, of course, passing many solo CBX riders!!! It was then we all knew everything had told he told us the prior day was indeed true. He was the one.

End of story...not quite.

As we were talking about routes and waiting for others at the stop we heard a CBX exhaust note from a nearby field. In fact it was heading up a steep hill. To our amazement, George was about to show us the CBX sidecar rig's prowess

off road! Visualize a CBX rig bouncing up the hill at speed...then suddenly...on its side with George on his back pushing the entire outfit upright with his legs.

Undaunted, George righted the sidecar without issue as if this was part of his plan, then rode over to where we were and asked if anyone else wanted to go for a ride. No volunteers this time, but all of us knew at that moment in time, we had seen one of the most unbelievable motorcycle happenings of our lives and were indeed honored to meet and know one of the most amazing motorcycle enthusiasts of all time

Over time George adopted all of us and we all loved him. As his health began to fail he continued to come to the rallies with Jim Petsoules and we all missed him at the end when he was simply too ill to attend.

I have this vision of George and Eric Artz talking about bikes everyday. George asks Eric if he wants to go for a ride in the perfect CBX Sidecar. As they disappear from sight, all we can hear is them laughing.



*February 11, 1962
Bob Croly & George*



*In "Westerfield Chalk Pit"
in the "Suffolk Mardle Trial"*

CBX Global: Clubs

Team Leader: JP Grasmuch (photo at right)

To submit an article please contact JP Grasmuch at <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. **Next Xpress submissions due by 5/1/2004.**



CBX...and nothing else!

(CBX . . . und sonst nichts!)
Club Deutschland motto

One of the largest CBX communities on the planet, one of the oldest and most traditional motorcycle country, with a long racing heritage and technology cradle for the rest of the world, we are happy to welcome in our columns the CBX club of GERMANY !!!

While it is difficult to say in the same sentence: Motorcycles, Germany and not . . . BMW, There is a large "gearhead" population across the Rhine river that always adored beautiful engineering and performances no matter which country it came from.

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IN THE BEGINNING

Udo Galkowski, one of the original founders of the German CBX Club retraces the early history.

In spite of this warning "this is addictive", in the spring of 1985, I fulfilled a desire I had for a long time and bought a CBX 1000 Pro Link. But it would take more than five years or 20000 CBX kilometers until the most important desire came true and that was to attend the TT on the Isle Of Man on my CBX! Being there I bought a magazine with the program inside and found under "listed events" a CBX meeting.

It took place in front of the Lancashire Hotel in Douglas on 6th June 1990 at 8 pm. I had never seen 18 CBX motorcycles together before this day! And I got to know the organizer of the meeting. His name was Peter Broad, Great Britain Director of the ICOA (International CBX Owners Association). He gave me an application form to become a member of the ICOA and in September I became a member with number 2362.

In the autumn of 1990, I read in the German magazine "Motorrad" about a 'Sechszylinder' (6 cylinders) meeting in Schwürbitz. During that meeting I told the attendant CBX riders about the

ICOA and about an Euro meeting which should be soon. These CBX riders were Jürgen Thurow, Peter Wegner, Manfred Harles, Achim Laue and Hermann Göller. Later they became members of the ICOA and the CBX Club Germany.

The first CBX Euro meeting took place in Jaulny, near Pont-A-Mousson in northeastern France from 8/30 til 9/1/1991. It was managed by Peter Broad (Peter Broad, LONGUEVE, Colombiers du Plessis 53120, France (pete_rusty@compuserve.com) and Jean-Marie Lambalez (71 rue Morlaix, 54180 Heillecourt France), the founder of the CBX Club de France. Participants from Great Britain, France, Denmark, Netherlands, Germany joined this "CBX EURO Rallye". It was a complete success and everybody requested a repeat.

Peter asked, if I could manage the next CBX EURO meeting in Germany. I said "yes" and that meant for me one year's work. The result was the 2nd CBX EUROTREFFEN in Grünsfeld, German.

FORMING OUR OWN GERMAN CBX CLUB

Hermann Franz and Jürgen Thurow, two old friends from Schwürbitz and Jaulny, helped me with the organization. In the meantime I already had met more than

100 CBX riders from Germany, but only about 30 Germans joined the ICOA. For the future it was important for us to do something together. So we requested an association of CBX riders. In Grünsfeld I put up a voting box and handed out some ballots with the following questions:

Would you like to become a member of

ICOA
European Club
German Club
No Club

More than 97% chose an independent German Club!

Hermann, Jürgen and me met at the breakfast table next morning to talk about the result of the voting. Around the table were sitting Uwe Lorey, the cup winner of the nicest Pro Link, Sönke Braasch and Wolfgang Wojjde. All of them were very interested in a co-operation of a German CBX club. So I looked in a map for a meeting place, which would be the shortest way from our respective hometowns. This place was LIMBURG an der Lahn. In October 1990 came together here: Hermann Franz, Uwe Lorey, Sönke Braasch, Wolfgang Wojjde, Udo Galkowski. They founded the CBX Club Germany.



left to right: Achim, his son and Kazuhiro Torikai from Japan at the Eurorally 2000.

Together we founded the CBX Club Germany and our current president is Karl Heinz Tepass from Tönisvorst.

Thank you for the opportunity to have our club featured in ICOA's fine magazine.

Udo Galkowski

ACHIM GRABBE BRINGS US ALL UP TO DATE ON THE RECENT GERMAN CLUB HAPPENINGS AND DISCUSSES CBXING IN GERMANY

I would like to introduce our CBX Club Deutschland to you. Many may know our club web site (www.cbxclub.de), it is not run by the club but by me personally as their official webmaster. Not many of you know the club itself. The "CBX Club Deutschland" is the only club in Germany dedicated to the mighty CBX 6 cylinder models; there was only one attempt to establish another association, the "IG Sudhessen", but it failed and so now there is only our club and the other brand committed clubs like the CB four club, which is for riders and lovers of all kinds of HONDA CB four cylinders like the fabulous Bol d'Or or the CB750.

The CBX Club Deutschland is still growing, we have more than 600 members which is not bad. If you take this number in relation to the total population of Germany and do the same with ICOA number of members you will see that we get a very high density of CBXers inside and outside of Germany. We have members in Great Britain, France, the Netherlands, Belgium, Luxemburg, Switzerland, Austria, Australia, Denmark, Sweden, and the USA. Founding of the CBX Club Deutschland was 1992 in Limburg/Germany, (see the other column, a detailed article from the founder Udo Galkowski.)

We publish four club magazines per year with posts from members, technical help, rally data and much more. Once a year we have a national meeting somewhere in the middle of Germany.

THE EURORALLY

Up to this point, it is a normal club, but there is something unique in Europe. Europe has different states like the US, but most are speaking different languages in each state and every year there is a Eurorally in another state. In 2002 it was held here in Germany and in 2003 in Great Britain. The meetings are rotating so that within the seven participating states each one has his turn to host the Eurorally each year. Some local groups are meeting more often.

There are different concepts, some are riding all day long, others are only meeting and drinking expensive beer. CBX Club Deutschland shows up every spring at the bike exhibition in Dortmund and has its own booth for representation of the club and to bring in new members. Some of the local groups are having their own Christmas party.

CBX PARTS IN GERMANY

The parts situation in Germany is like all over the

world, more and more parts are no longer available through Honda, but we have a number of members with garages stuffed with lots of spares so that the oncoming years are safe. There are still the online parts sources like CBX Performance, David Silver, TIMS and now CBXman.

CBXS IN GERMANY

Usually used CBX are priced usually very high. If in every case the seller gets his asked price is not sure... I would guess that you could get a ratty CBX for as little as 900 EUR while a showroom beauty could get the new price of about 13000 EUR. The heavily modified bikes could bring up to \$20000 Euro but I think this is the extreme exception.

GERMAN CLUB GOODIES

Our club sells also a number of goodies like earrings, pins, patches, stickers and so on, partly in precious metal. Details can be seen at our website (<http://home.t-online.de/home/Agrabbe/clubshop.htm>), orders can be placed through me. I can handle PayPal and cash, for any information you can email me (Agrabbe@t-online.de).

One of our members has stickers available like the helmet holder or the chain wear indicator. Another member has bolt sets made from stainless steel. Other members are selling cam couplers, side covers, aluminium

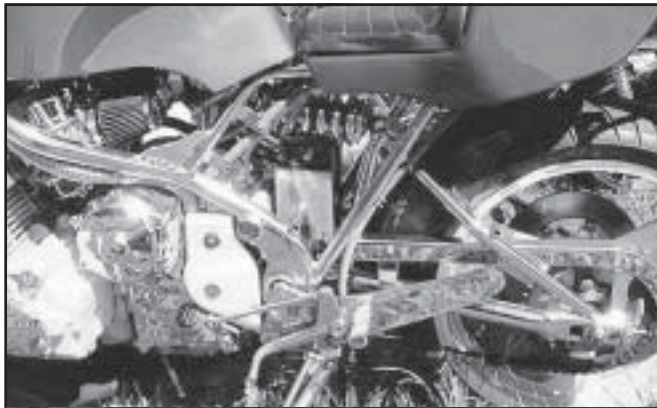


Former editor of our club magazine, Oliver Treg!

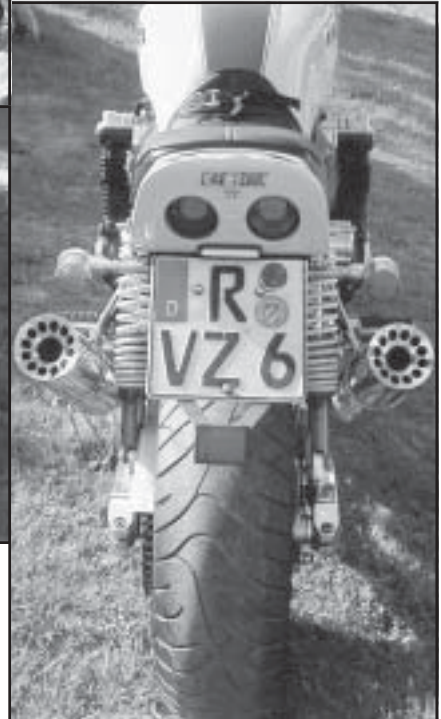
sprockets, Hawker batteries, alternator brushes, stainless springs and on and on.

CBX CLUB GERMANY INFORMATION

You can contact me at my e-mail address <Agrabbe@t-online.de>, the website or by phone (+49-5152-5394) or by snail mail to: Achim Grabbe, Hohensteinstrasse 15, 31840 Hessisch Oldendorf, Germany. Please note that Germany is 6 to 9 hours ahead of US time and that I am not as fluent in speaking English as writing it. The annual club membership costs 35 EUR, payment via PayPal or cash. Once a member, you will get the latest club magazine issue, a patch and a sticker with our club logo. If you request an info package first, you will get the club magazine and the necessary membership forms. That will be free, so don't hesitate.



Sample of just a few of the neat CBXs that can be seen at our Rallies.



MY FIRST ENCOUNTER WITH A CBX

I can remember it as if it were yesterday. I was 15 and kept on messing around with my moped. Then came this monstrous bike, a SC06, into our courtyard. I saw it and said: "Wow!" That is a bike. Some day I must own such a gadget! That was in 1984 and I swear, I had never seen a CBX before. I never noticed it, because I did not read motorcycle magazines at that time. But I knew I would have to own it. Exactly 10 years later the rider of this CBX, now my brother-in-law, asked if I wanted to buy it, for little money. What a question. I immediately got it and gave it a new home.

WHAT IS GOING ON AT THE GERMAN RALLIES?

At our rallies you would see half of the CBXs restored to stock condition and half highly customized bikes. I am not sure what the trend is, but guess that the stockers are becoming more and more

important for the future. If I read the rally write-ups from Marlinton and others, I am always jealous about the high number of tech sessions. We aren't having any. The meeting begins on Thursday or Friday and ends on Sunday. We have bonfires, games like crank throwing or telephone book shredding by hand, but no 45-minute engine tear downs or such. Mostly we chat and drink expensive beer while hanging around and watching the guys and gals go by. Last year we had a soccer tournament between the attending nations at our Eurorally. Unluckily Ulrik Andersen from Denmark got injured and had to be flown home.

The special guests at the 2002 Eurorally were Kazuhiro Torikai from Japan and Bob Brewer from the US. We never had attendees from a further distance!

WE THOUGHT GERMAN RIDERS WERE TRADITIONAL AND FAITHFUL TO EUROPEAN BRANDS. WHY THE CBX?

There is nothing wrong with European bikes. We're attracted to the magnificence of such a unique machine

as the CBX. And each rider is unique too, as from Honda's old ad: You meet the nicest people on a Honda!

ARE GERMAN RIDERS HAPPY RIDING THE AUTOBAHNS VERY FAST OR THE MAJORITY PREFER COUNTRY BACKROADS ?

That depends. If one wants to be fast to get to a rally or such, he/she takes the autobahn. But some of us hate it and are only riding on back roads. I think the majority likes to ride slowly and comfortably just for fun.

HOW DIFFICULT IS IT TO GET A MOTORCYCLE LICENSE IN GERMANY?

It takes a number of riding lessons and two examinations, one theoretical and one practice test. All in all it is not that difficult, although it makes it easier to have the experience of driving a car for some years/kilometers.




Carmen and Juergen Schuengels' CBXs share their tent at the National Meeting in Brilon, Germany.

HOW DO YOU SEE THE FUTURE OF THE CBX IN GERMANY ?

We are a healthy club which is still growing, as said earlier. But let's face it, more and more CBX get wrecked by cars or for parts availability. We have above 2000 units still registered in Germany, but this number will go down, slowly but surely. Therefore the number of members will decrease also. The parts situation is bad. We all hope that the most important parts can be reproduced by someone, maybe by the clubs around the world or their members.

We feel that the ICOA Global Team and efforts might be a good first step in all of us working for common CBX good the first time. Whatever happens, the worldwide community of CBXers is becoming more and more important. Let's all work together, hand in hand, so that our toys are alive for a long, long time.

Thanks for reading so far and greetings from Germany! It is great to have such a sane CBX motorcycle community all over the world. 

Achim Grabbe

HOW MUCH DO YOU HAVE TO PAY FOR GAS (BENZIN) IN GERMANY?

It is around \$3.60 per gallon. Today's price for unleaded normal was 1.074 EUR/litre, premium was 1.094; around 70ct are going for tax, the rest is fuel price, distribution, profit and so on.

HOW DO RALLY PARTICIPANTS COMMUNICATE WITH ALL THE DIFFERENT LANGUAGES ?

Germany, Austria and Switzerland are speaking one common language, the Dutch and Danish chapter can at least understand German. So it is English as a common base.



Bob "listmeister" Brewer shot my bike directly in front and many other CBXs on our group ride.