

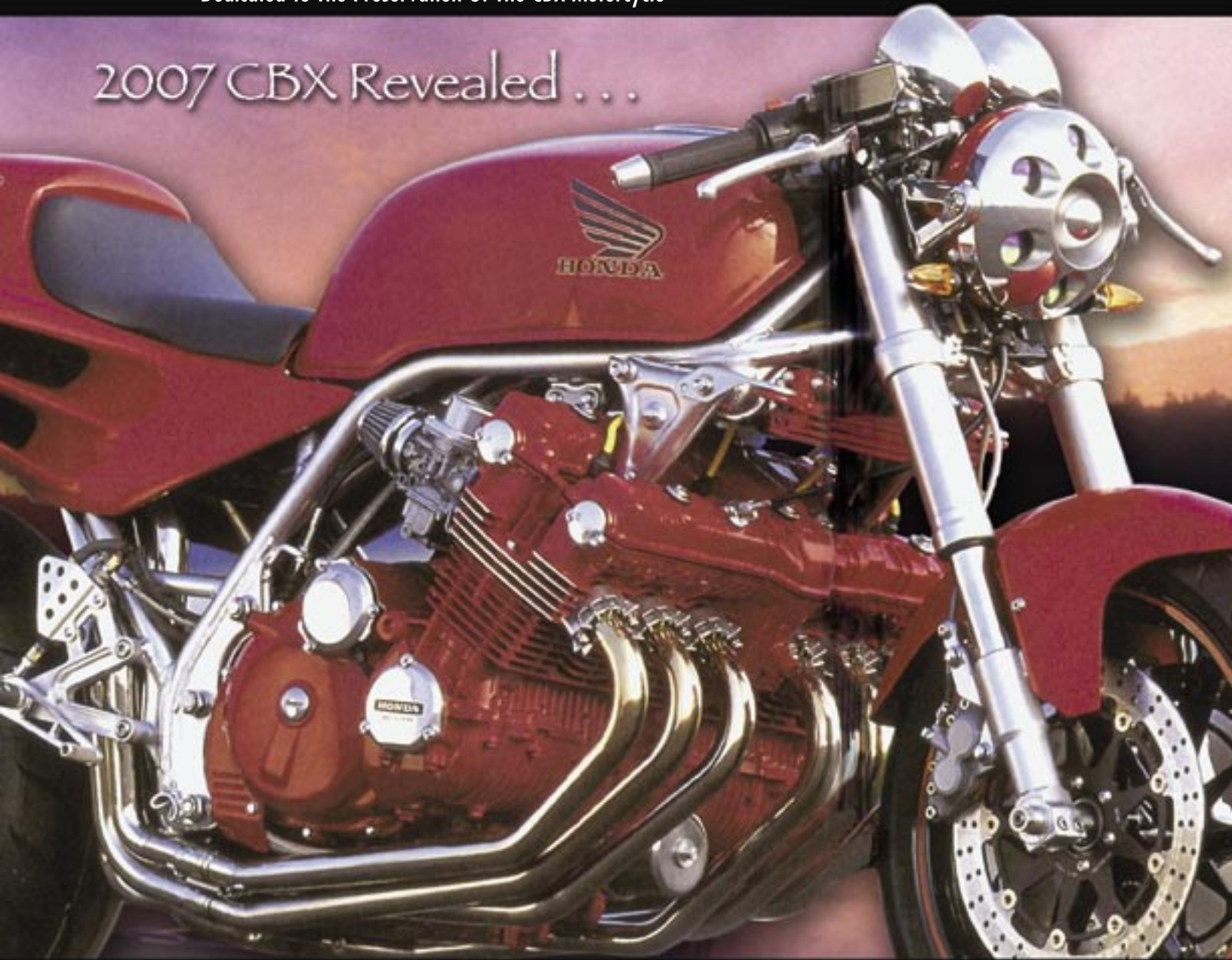
CBX press

Summer 2005

Volume 25 • Number 1

Dedicated To The Preservation Of The CBX Motorcycle

2007 CBX Revealed . . .



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100 point
Restoration of the
Legendary CBX

– Pete Rose



IOCA Rallies...
Getting There and
Back Can Be More
Than Half the Fun

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Cover Photo: Jean Luc Millet's Amazing CBX

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I want to thank the membership for having faith in ICOA.

I also want to thank the ICOA Team Members, Regional/State Directors and Operations people for all your work, patience and compassion over the last two years.

This Xpress is close to the vision we shared two years ago. For those that believed and worked hard to convert this vision into reality, you are to be admired. The accomplishment this issue represents will remain with you the rest of your life.

Because of the extra time required to upgrade to improved format, I am making this issue the Summer issue so there will be no Spring Issue and everyones membership will be extended one Xpress.

This club, the members and friendships have been part of my life for 25 years now....and for all of this I am thankful.

Bottom line, is the time I have spent on behalf of ICOA has been more than offset by life long friendships, lots of fun, wonderful rally sites/travel and the memories. I will never forget any of thisorany of you.

Best and hope to see you at the rallies this year

Mike

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Frame # _____ Motor # _____

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  Exp. Date _____ Card #: _____

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Team Leader: **John Selzer** • 360-647-7702 evenings – jhseltzer@attbi.com • Submit new articles by 8/15/05.

CBX Racer Committee Awards Funds To 3 Racers For 2005

CONGRATULATIONS to Mark Sproul, Tom Neimeyer and Dr. Tom Marquardt. Each will receive \$500 towards their 2005 racing effort from the ICOA.

Beginning in the latter half of 2003 ICOA, began offering the opportunity for members to contribute (at time of registration) money to a racing fund. A racer committee was formed and rules were drafted to oversee awards dispersed from member donations. The rules can be viewed in the Bylaws on the ICOA website. Our Treasurer, Cissy Schreiner keeps track of the donations and reports that we have \$1,500 available at the end of 2004. The Racer Committee, consisting of John Seltzer, Mike Donndelinger, Wes Anderson, Tom Neimeyer and Tom Marquardt awarded the funds to the following 3 racers.

Dr. THOMAS MARQUARDT

Pictured: Dr. Tom in action

The team consists of Thomas Marquardt who is also rider, tuner, fabricator, owner, and truck driver. Wes Anderson and Flori Gruenwald provided trackside assistance at selected events. Their team, Eyeball engineering races in the AHRMA Vintage Superbike Heavyweight class 1970's AMA Superbike rules for bikes up to 1980. In 2004, Dr. Tom raced a 1979, CBX with extensive frame and suspension modifications, (6) CR-31 carbs and modified 6 into 2 exhausts at 7 AHRMA nationals. He battled with reigning National Champion Dennis Parrish for the win at 4 events, crashed out at Daytona, finished 4th at Sandia, and broke in practice at Thunderhill.

In 2005, Dr. Tom will race at Daytona March 7-8, Willow Springs, Ca April 30-May 1, Gingerman, Michigan May 28-29, Mid-Ohio July 16-17, Pueblo, Co Sept 10-11, Sandia, New Mexico Sept 17-18, Barber Motorsports, Al Oct 22-23 and maybe Grattan, Michigan June 18-19 and maybe Beaver Run Pa June 25-26.





TOM NEIMEYER

Pictured: Tom Neimeyer, David Neimeyer, & Glenn Neimeyer

The Los Leos Team consists of Tom Neimeyer, Elizabeth Neimeyer, Mitchel Banks, Jim Burris, Pete Ruff, and Mike Donndelinger. The riders are David Neimeyer and Glenn Neimeyer. Los Leos had a great year in 2004. As you know, the number of speed racing events are limited, thus limiting our participation to one or two per year. In October, 2004, at the Texas Mile High Speed Shootout, we made 13 runs over 170 m.p.h., 4 runs over 190, & a best run of 196 (accomplished with a slipping clutch). This puts us within reach of our 200 m.p.h. goal. In 2005, we hope to attend 3 events, the first being Texas Mile High in March, Speedweek in Bonneville in August, & back to Texas Mile High in October.

MARK SPROUL

Pictured: Mark Sproul

Mark's is married to Carol, an understanding woman who shares Mark's love of drag racing & pulls double duty as his crew chief. Mark is employed at Rutgers School of Engineering (the same school where he obtained his Bachelor's degree) as manager of Computer Systems & Networks. His drag racing experience has netted him a quickest time of 9.58 sec. at Atco, N.J., in September, 2002, & a quickest speed of 137 m.p.h. at the Island Dragway, N.J., in October, 2003. In the 2004 season, Mark attended 6 of 8 AMA/Prostar series events, racing in the ProET & SuperGas classes. At the first race of the year in Gainesville, Mark qualified #2 in SuperGas & at Indianapolis, Mark made it to the semi-final round in SuperGas. At the end of 2004, final standing had Mark ranked 16 out of 82 participants in SuperGas.

Mark will be racing in the AMA Prostar series again in 2005. Visit his website at www.cbxracing.com for complete information.





Vendor Profiles

Team Leader: **Richard Pleines** • 203-777-7272 EST between 7 pm and 9 pm. – rpleines@snet.net
Submit new articles by 8/15/05.

Cincycycles East Ltd

CBX Restorations, Modifications, Maintenance & Parts

Check Article for Cincycycles East All New CBX Ignition System Info

Jim Zamanek, ICOA #4319

In the Beginning

I have been riding since the age of 14. Started out as a kid in Colorado on a Lambretta J125. During the 70's I did some dirt riding, mostly on Suzukis and owned several big bore Japanese street bikes, Honda SOHC 750's and Kawasaki Z1's. But I fell in lust in the fall of 1978 with the intro of the 1979 CBX.

My First CBX for \$1325

At the time, \$3998 was a lot of money for a Japanese motorcycle, so I resigned myself to waiting until a used one was available at an affordable price. One Saturday afternoon in the fall of 1980, I stopped in at a bike auction at F&S Harley Davidson in Dayton Ohio. When I arrived, the auction was already underway



so the opportunity to preview the bikes up for auction had passed, but I did spot a candy glory red '79 CBX in the line leading to the auction block. It looked pretty clean and stock, with the

exception of a 6/1 header, so I resolved to see if I could take this baby home in the back of my El Camino.

I had about 1500 bucks on me and was not optimistic that it would be enough. After watching some Sportsters, Z-1s and other lesser bikes sell off at some pretty reasonable prices, the CBX was finally rolled onto the block. The auctioneer said it only had 2400 miles on the clock and my hopes started to sink, probably going to go for at least two grand, I thought. I was surprised that the bidding started slowly and decided to jump in at \$500. After increases, in \$25 increments, it came down to one other bidder and myself. He called it quits at \$1300 and to my surprise, I won it for \$1325!

"If it sounds too good to be true it probably is"

Thus began my intimate 24 year relationship with the Honda CBX. That night, at home in my garage, began my education of the then unique nuances of the CBX top-end disassembly. You know the old adage, "If it sounds too good to be true it probably is".

After the drive home to Cincinnati, I unloaded the bike and of course couldn't wait to fire it up and take it down the street. She fired instantly and the sound of the RC Engineering 6 into 1 was awesome but where was that oil coming from that was pooling up below the carburetors and behind the cylinders? To make a long story short, it took me three top-end disassemblies before I found a hairline crack in the cylinder head at the oil pipe hole.



Someone had evidently over-tightened the banjo bolt to the point of cracking the head at the washer-mating surface. Believe it or not, it's easier today to find gaskets and miscellaneous parts than it was back in the autumn of 1980! Anyway, I've been wrenching on and buying/selling/riding CBX's ever since.

Cincycycles East Is Formed

.....

I used to do quite a bit of business with Tim Ware and he suggested one day that I join the ICOA. Good move, good people and good resources! I have met a lot of people through the club who I now call friends and the resulting networking with fellow members was instrumental in my recognition of a potential opportunity. After retiring from the corporate world in the summer of 2000 I began to make my hobby a business of sorts and so began Cincycycles East. I purchased a dilapidated former gas station in Amelia on the eastside of Cincinnati in 1999 and spent about a year and a half fixing the place up. We officially opened for business in March 2001.

Our primary focus is CBX but we also spend a lot of time with 1100F's and other muscle bikes from the 80's as well as current sport bikes. We maintain an inventory of the usual aftermarket CBX parts and specialize in custom stage 3 filter kits, big bore kits and our Probe Engineering Performance Ignition Systems. We build CBX's



from the bare frame up, stock or modified.

We maintain a chassis dynamometer here at the shop and a four-gas analyzer. These are a big help when it comes to developing performance products and dialing in modified bikes. It's also a heck of a lot of fun late on a summer Saturday afternoon!

Cincycycles East All New Ignition System

.....

Designed and built by Probe Engineering Inc. with a whole bunch of input Cincycycles East and our dyno! Replaces the stock pick-up coils, advance unit and ignitors. Electronic advance eliminates the factory mechanical advance. Much smoother power band than stock. Moveable advance curve to better accommodate engine mods. Easy installation with detailed instructions. Call or email for more information including dyno charts run on a stock '82 CBX. Dyno runs indicate a HP gain earlier as well as at red line. E-mail Jim at www.cincycycles.com for details.

Visit Jim and Cincycycles East All New Ignition System on the C2C

.....

Stop by and visit anytime. In fact, for those on the C2C we are only a few miles off the path of this summer's super ICOA cross country CBX tour! Wish I had time to go but I'll be too busy keeping the old X's on the road.



Rider Product Tests

Team Leader: **Jeff Winter** • 612-920-6886 – jw5115@aol.com • Submit new articles by 8/15/05.

Tour Master Core Tech Jacket

In late winter of 2004, I opted to join the increasing ranks of motorcycle riders wearing synthetic fiber apparel. For years I had used leather jackets, the last of these, a First Gear TKO jacket, was purchased in 1992 and was showing signs of wear. Over time, the main issues I had with that waist length, brown jacket was its lack of storage pockets and its propensity to absorb water. Nonetheless, it was well designed, provided very good abrasion protection, warmth in cool weather with the a liner in and venting for warm weather with the liner out.

I began a review of synthetic textile jackets by re-reading two extended articles on the topic published by [Motorcycle Consumer News](#). The first article (MCN, Oct., 2003), provided a guide to buying a motorcycle jacket and provided comparative data about the tear and abrasion resistance of leather and several types of synthetic textile fibers. The second (MCN, Feb., 2004), provided a comparison and ranking of several synthetic riding jackets with an eye to safety, function and overall features

to look for. Jacket prices ranged from \$200.00 to \$500.00. Having read this information, I felt comfortable

with buying a properly designed, synthetic fiber jacket, with my TKO acting as a tried and true leather backup.

The MCN review of features led me to develop the following criteria for purchasing a new jacket:

1. $\frac{3}{4}$ length.
2. Have an insulated, removable liner suitable to Minnesota cold weather riding.
3. Increase my visibility to others.
4. Have maximum utility with regard to storage pockets.
5. Be priced at or near to the cost of a well designed leather jacket (\$350.00)
6. Be made of either Kevlar or Cordura Plus and have high-density padding at the shoulders and elbows.

With this list of guidelines I began searching the market both on-line and retail. After two months of looking, I opted for and bought the **Cortech Tour Master $\frac{3}{4}$ length jacket**. This jacket was not included in the MCN review. I was able to buy it in-store locally. Purchased in early April, I now have had the opportunity to use the jacket in temperatures ranging from 34 degrees F to 90 degrees F. It is remarkably wind resistant and water resistant; superior in both regards to my waist length TKO. Sealed seam construction and a double front wind flap eliminate drafts. I like the extra coverage provided by the additional length of the jacket. It has maximum adaptability. The waist is both elastic and adjustable using a Velcro adjustable waist belt. Velcro adjustable flaps are also located at the cuffs and at the neck opening that is lined with a 16-wale soft corduroy. The jacket is well constructed and sewn (double stitched) and clearly designed by someone who rides. The elbows are crooked forward and the shoulder area fit does not bind even with a heavy sweater underneath and the Thinsulate vest liner zipped in. There are numerous (8) storage pockets, two hand warmer pockets, and lastly a large, dual zippered fanny pack pocket for additional storage.

The jacket shell is made of weatherproof Cordura Plus 500 which is reinforced at the shoulders and on the sleeve panels with a second layer of Cordura Plus 1000 material. High density armor (though not CE approved) is located at the elbows, shoulders and in a back panel. An adjustable Velcro strap at each elbow helps secure the armor padding located there in the proper position.



For visibility, I selected the bright yellow/black version of the jacket. The jacket utilizes Scotchlite reflective panels on the back, chest and both sleeves of the jacket for enhanced visibility at night. After a thorough review of its features and trying the jacket on with both the liner in and out I was satisfied the jacket fit the bill. The fact that I was able to find it at a discounted, 25% off price made the buying decision easier. The jacket sold for \$250.00 at full 2003 retail.

After one, eight month season of riding, here are my impressions of the Cortech jacket, which I am still breaking in. This jacket is thoughtfully designed and I found it to be a very adaptable piece of riding gear for temperatures under 85 degrees F. It is as water resistant as most rain suit tops eliminating the need to stop to don a rain suit unless inclement weather is clearly socked in for the day. When temperatures exceed 85 degrees, however the Cortech's Achilles heel lack of breatheability becomes apparent. Though having four zippered vents to admit air, my summertime experience with the vents was they didn't allow for sufficient air to access/egress the jacket. Thus, temperatures near to 90 degrees or higher resulted in something best described as slow bake especially at stop signs or in slow traffic. I took to wearing the better ventilated, TKO jacket when temperatures exceeded 85 degrees. By contrast, however, I was able to ride in 34-36 degree weather during November with only a heavy sweater on and the insulated, zip-in, jacket liner in

the Cortech. This jacket really shines when temps are cool/cold or in inclement weather.

To sum up, I would highly recommend the Cortech jacket to anyone looking for a highly functional riding jacket and living in a climate where temperatures exceed 90 degrees less than three weeks a year. Riders requiring greater ventilation would be better served looking at other options. The MCN article of February 2004 might be helpful as a reference. From a price/value standpoint the Cortech jacket is a very good option for those ICOA members living above the Mason/Dixon line.



RATING - 

Can Butt Discomfort on Long Rides be Eased For Under \$10?

Many of you who like to "ride the ride" are very familiar with that uncomfortable rash and tenderness that seems to develop after a couple of hundred miles or more in the saddle. That painful condition is usually referred to as "Monkey Butt" and is caused by a combination of sweat and friction.

Companies have made millions selling seats, gel cushions, beads and other devices to help alleviate this problem. Most have failed to deliver the promised cure. Relief is now at hand. Last summer I came across a product called Anti Monkey Butt Powder. I was able to test the powder while attending and riding at the Morgantown Rally, in June. I can tell you from personal experience, this product works and effectively reduced the sweating, rash, & attendant pain that can't be adequately described in detail here. The AMBP powder contains a mixture of talc and calamine. The talc absorbs sweat. The calamine combats development of a rash with its attendant itching.

The Anti Monket Butt Powder comes in a conveniently carried or packed 6 ounce bottle. Suggested retail is \$9.95. The product can also be ordered direct from the manufacturer at a discount. This may serve to prove that seemingly unsolvable problems can be solved simply & inexpensively.

RATING - 

Anti Monkey Butt Corporation
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for those **Butt Busting** activities



CBX

Dr. Tom

This is the first in a series of articles about Dr. Tom race preparing his CBX and results. For more information this issue, see page 4-5.



In 2005 Dr. Tom will race at . . .

Daytona –
March 7 & 8

Willowa Springs, Ca –
April 30 - May 1

Gingerman, Michigan –
May 28 & 29

Mid-Ohio –
July 16 & 17

Pueblo, Co –
Sept 10 & 11

Sandia, New Mexico –
Sept 17 & 18

Barber Motorsports, Al –
Oct 22 & 23

Grattan, Michigan –
(Maybe) June 18 & 19

Beaver Run Pa. –
(Maybe) June 25 & 26



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Team Leader: **Rick Pope** • 812-637-1365 – rickeieio@aol.com
Submit new articles by 8/15/05.

Touring Ireland on a CBX

Bill Reid, ICOA# 4552

THE PUB PLAN

After months of chatting on barstools, my buddy Conor & I decide we really owed it to ourselves to take a bike trip to the west of Ireland. Commitments to job & family limited our spare time, so we decided on a short trip of only two nights away. Keen to make the most of it, and since we both travel extensively around Ireland, we also decided our overnight stays would be in locations new to us.

The second Friday is September dawned; we packed lightly, & left Shankill (the south side of Dublin) at 0930. Our late departure due to the hope of skirting Dublin's morning traffic. The island's weather forecast called for rain & more rain, nothing new this time of year. Nonetheless, we departed in glorious sunshine, me on my often ridden 1978 CBX & Conor on his 1985 Kawasaki GPZ900R.

Our destination for the day was Achill Sound, approximately 170 miles from Dublin on the far west side of Ireland. After taking an hour to escapethe urban sprawl of Dublin & plus another 30 minutes in the saddle, we stopped for breakfast at a roadside pub just outside Mullingar, arriving just ahead of a tour bus full of tourists. Our meal consisted of the works, which nicely upped our cholesterol for the day. Once back on the road, we headed for Longford, crossing the river Shannon, & continued west on the rural roads.





Although the maps tell you the west route is a National Primary Route (one step below a motorway) & should be a wide single lane, reality sets in the further west you go. While the road west of Longford has some lovely, twisty stretches that make it a joy to ride, one has to be careful of potholes, tractors, & lazy motorists. This aside, this road takes you through some very lovely small towns that include Strokestown, Frenchpark, Ballaghaderreen, Charlestown, & Swinford.

150 MILES FROM DUBLIN & NO RAIN!

Approximately 150 miles from Dublin, we arrived at Castlebar, a thriving town in Co Mayo, for our first petrol stop. The roads from here to Achill are secondary roads with little traffic, but plenty of farm gates for tractors to pull out & cattle to poke their heads through. We rode easily, meandering along, taking in the scenery & the very nice village of Mulranny, before arriving at Achill around 1430. So far, the weather had been glorious the entire way, with no sign of threatening rain.

Achill is the largest island off the coast of Ireland, 24km x 19km, & is connected to the mainland by a short bridge. Just over the bridge, in the village of Achill Sound, is the hotel in which we were booked, the "Ostan Oilean Acla" (Achill Island Hotel). Since we arrived early, we decided to ride over to the farthest pub we could find on the west side of the island. We'd have a pint, and then sample one or two other pubs on the way back to the hotel. This proved to be a great idea, as the 3 pubs we visited consisted of a few locals & a nice, warm fire. One of these establishments was actually called "The Pub" (no beating about the bush there). Achill has lovely scenery & nice beaches, though it's somewhat bleak & windswept. Roads are deserted apart from an odd sheep here & there. In my opinion, though, the planning authorities haven't done a very good job. Houses are scattered about the island, as though dropped out of the sky at random by a large bird.

HOTEL DISASTER

The hotel, unfortunately, was a bit of a let down. The food was lousy & the bar was not that great. Having said that, though, we had enough of the "black stuff" to ensure we slept through one of the stormiest nights Achill had all that year. We ate breakfast listening to stories of roads being washed away as a result of the torrential rains. Thank you, Arthur Guinness, for a sound night's sleep!

The plan for the second day was to head for the town of Westport, over to Louisburg, & down the west coast, past the Partry & Mamturk mountains. Clifden would be our lunch destination, with travel back through Connemara & Galway to our evening destination of Kinvara in North Clare.

Ireland



CBX WON'T START

The day began with the starter on my CBX refusing to turn over, a problem eventually traced to knackered brushes. For the rest of the trip, I'd be bump starting the bike. Having owned my X for 18 years, I'm quite used to push starting it. However, the feed of pints from the night before & my buddy having a great laugh at my expense didn't help this morning. Worse for me (but funnier for everyone else) was my first three attempts at bump starting the X with the kill switch on. That sorted, the X started easily & we were on our way.

The roads from Achill to Westport to Louisburg are typical Irish country roads. They can be enjoyed once you're aware of the "usual" dangers. Past Louisburg, the road heads down through the Sheefry hills & through the Partry & Mamturk Mountains. Road quality is not great, since the road is in a bad state of repair in places. We had to take it easy, loose gravel on the riding line & the middle of corners being the worst offenders. Drift wide on a bend at your own peril, nothing on the shoulders of the road except drains, potholes, & ditches.

Actually, the scenery & tranquility of the place makes up for the bad roads. Yes, it's bleak, desolate, wet, windy, & the only locals are sheep, but this is truly a beautiful part of the country. On this road, we saw only one car; it belonged to a couple of German tourists that stopped to chat with us because they spotted the CBX! After our stop, we proceeded on to Clifden passing by Killary Harbour, the only fiord in Ireland.

Clifden is on the west coast of Connemara between the Atlantic Ocean & the 12 Ben Mountains. Clifden was put on the map in 1919 when Alcock & Brown landed there on their pioneering Atlantic flight from Newfoundland in a Vickers Vimy biplane. We ate sitting outside a local bar in lovely sunshine & were again approached by a couple of people wanting to chat about the CBX. This was becoming a bit of a pattern wherever we stopped, & was making my buddy a wee bit jealous.

Departing Clifden around 1400, we headed towards Galway taking the high road through Maams Cross & Oughterard. This is a lovely stretch of road, replete with stunning scenery & nice, twisty bits that go through the lakes of Connemara. It was here we blew the cobwebs off from the slow morning ride.

140 MPH IN A 30 MPH ZONE...OFF TO JAIL WE GO

Speed limits in Ireland are, currently, quite topical. The general speed limit is 60 MPH outside of towns & on main roads, with 70 MPH the limit on motorways. Following the recent introduction of a penalty point system & the high death rate on the roads, the Garda Siochana (police) is quite active with speed traps. Some roads have ridiculously slow limits & can be quite annoying. A good example of this is the new Galway city by-pass; a nice, dual carriageway & we assumed a reasonable limit was in force (although we were ignoring it). On one long, deserted section of this road (which also had a good forward view), I was clocking 90 MPH when my buddy passed me, going flat out, lying on his tank. I supposed this speed to be around 140 MPH & it was then I noticed a speed limit sign out of the corner of my eye. 30 MPH!!! I was 3 times over the limit & risked a ban of my license if stopped. My buddy might be looking at a holiday in a dark room!! That experience put manners on us for a few miles.

Anyway, we chose not to stop in Galway & headed round the by-pass to Oranmore. The road splits here, east to Dublin & south towards the Counties Clare & Limerick. Our stop for the night was to be south in Kinvara, a lovely little village on the coast of North Clare. It's very picturesque, with a 16th century castle called Dunquaire. I'd always promised myself I would spend some time here during my drives through it, but I never stopped.

After we arrived, we parked the bikes beside the harbour, took in the sea breeze, and then had a nice beer by the harbour. We had a great view of some "Galway Hookers" (if you're shocked, see the links below for an explanation). We checked in the 3 star Merriman Hotel, near the middle of the village. The hotel had a nice bar & also claimed to have the largest thatched roof in Ireland (I reckon they're right). We met up with Padriag, a friend who was working in Galway & had agreed to spend a night on the town with us.

Kinvara was a real surprise. We strolled down the village around 5 in the evening, visiting each pub along the way. Each was nicer than the previous, all nicely decorated in traditional fashion. In addition to the great atmosphere in each pub, the Guinness was gorgeous, with each pint pulled to perfection! We made Uncle Arthur richer with each drink & shared a good laugh with the locals. Since it's dangerous to start drinking so early (you run the risk of forgetting to eat), we quickly found a restaurant.... problem solved!! After our meal, we visited the pubs again & had a very enjoyable evening. We'll definitely visit Kinvara again!!

LAST DAY AND LOVE THAT CBX

The last day was reserved for a quick blast to Dublin. Due to the previous night's revelry, we had a late start (around 1130). Padraig left the same time we did & we all agreed to stop for a "quick cure" in our local on Dublin's south side before the wives caught up with us. The trip back was uneventful, as we stopped only for petrol or to lose some ballast.

Overall mileage for the trip was about 550 miles, not alot for the Iron Butt masochists reading this, but an enjoyable trip nonetheless. The rain never fell where we rode, even though most of the country was not so lucky. And, apart from my starter problem, both bikes ran perfectly.





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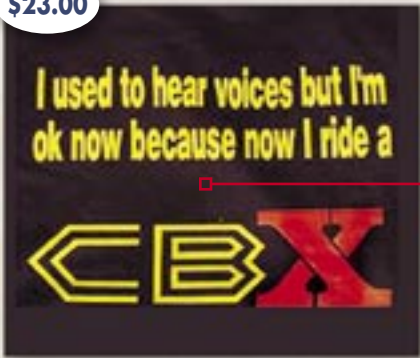
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#I - Short sleeve T-shirt. Gray with the old International CBX Owners Association logo featuring the 6 cylinder CBX engine on the left breast. After all these years it's still a great looking T-shirt!

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M, L, XL • XXL +\$2.00, XXXL +\$3.00

\$23.00



Black T-shirt

#H - Black T-shirt with I used to hear voices but..., on the back and the ICOA logo on the front left breast.

Polo Shirts

#L - Short Sleeve Polo Shirt with the ICOA logo on the left breast. Made of 100% Cotton Fabric.

S, M, L, XL, XXL, XXXL

Denim Shirts

#A - Long sleeve Dark Blue Denimshirt with the ICOA logo on the left breast.

- Back Yoke & Locker Loop
- Roomy Comfort & Generous Cut
- Double Needle Stitching Throughout
- 2-button Adjustable Cuffs

S, M, L, XL • XXL +\$3.00 • XXXL +\$5.00 • XXXXL +\$7.00

\$22.00



Flags T-shirt

#J - White T-shirt With the International Flags on back. The ICOA Logo on the front left breast with Morganton, N.C. Rally 2004 under it.

Reasons T-shirt

#K - White T-shirt with Reasons on back and the ICOA Logo on the front left breast.

10 REASONS A CBX MOTORCYCLE IS BETTER THAN A WOMAN

1. It only takes a few minutes to warm up, and if you don't want to ride long it won't complain.
2. There's no fuss if you want to take a nap after a long ride.
3. You can test ride it before making a commitment.
4. You can use it to pick up OTHER women.
5. You can swap with a friend.
6. The cost of maintenance is much less.
7. Once you have ridden it, it doesn't keep calling.
8. CBXs don't care how many other motorcycles you have.
9. If you have ridden it once, it won't look for you nine months later.
10. It has a odometer, so you can tell how many times it has been "around the block."

\$22.00

\$21.95

M, L, XL • XXL +\$4.50



Mock Turtlenecks

Turtlenecks come in coordinating colors to match your CBX. Long sleeve. Pre-shrunk in 100% cotton.

#B - 1979 CBX Red

#E - 1980 CBX Red

#C - 1979 CBX Silver

#F - 1981 CBX Gray

#D - 1980 CBX Black

#G - 1982 CBX White

Misc.

Tech Tip Chronicles



\$80.00

179 How To CBX Articles

#RR - Carburetors, Electrical, Engine, Suspension, Brakes, Tires and Maintenance plus many modifications you can make to improve your CBX.

Along with a shop manual this book is simply a must for anyone who works on CBX's. Trust us that the shop manual doesn't begin to cover what you need to know about the CBX but the Tech Chronicles does!

Purchase includes a 3 Ring Binder



\$18.00

Wall Clocks

- #II** - 1979 CBX Wall Clock - Red
- #JJ** - 1979 CBX Wall Clock - Silver
- #KK** - 1980 CBX Wall Clock - Black
- #LL** - 1981 CBX Wall Clock - Gray
- #MM** - 1982 CBX Wall Clock - White



\$3.95

Patches

#TT - Embroidered International CBX Owners Association Patch that is 4 x 2 3/4 oval with black stitching trim. The patch has the 6 cylinder engine on it with the CBX in the black and red with gold stitching.



\$8.00

\$9.00

Waist Packs

#Q & R - Features adjustable waist belt, small front compartment, zippered large front compartment and separate zipper hidden rear compartment.



\$10.00

Coffee Mug

#SS - White with the ICOA Logo on it.



\$21.95

Wallets

#S - A leather wallet with the CBX logo on the front of it or without the CBX logo.



\$2.95

Pins

- #BB** - 79 CBX Pin - Silver
- #CC** - 79-80 CBX Pin - Red
- #DD** - 80 CBX Pin - Black
- #EE** - 81 CBX Pin - Gray
- #FF** - 81 CBX Pin - White
- #GG** - CBX Pin



\$15.00

CBX Collectors Pin Set

#HH - Set includes: Perseus Silver 79, Candy Glory Red 79/80, Black 80, Mangnum Gray 81, Altair White 82 and the CBX logo from the side cover of the 79/80 CBX. As a special bonus this set also includes a White 79/80 pin!



\$9.95

Silver & Black Belt

International CBX Owners Assoc. Silver or Black Belt Buckle with the 6 cylinder engine on it. The buckle is about 2 1/2 x 1 3/4.

- #T** - Black
- #U** - Silver

Jackets

Wear it. Tote it, Never Worry about it!!

- Pack away pouch pocket
- Drawstring Hood & Bottom with barrel stoppers
- Elasticized cuffs
- ICOA Logo on the left breast

- #NN** - Black
 - #OO** - Green
 - #PP** - Red
- S, M, L, XL** • XXL +\$2.00 XXXL +\$4.00



\$30.00

Gloves

#X - Great for Spring, Summer, and Fall!! Extra leather in the palm area. Three Season.



\$48.00

Gloves

#Z - Hand stitched leather with plastic "carbon fiber" look insert on the outer layer and padding on the fingers for your protection. Three Season, Spring, Summer and Fall!



\$48.00

Gloves

#AA - Features Schoeller Keprotec™ on the back of the hand and finger area. Adjustable wrist and cuff straps. Three Season, Spring, Summer and Fall!



\$30.00

Hats



\$16.00

Hat

#M - FlexFit Black Hat with ICOA Logo.



\$22.00

Hat

#N - The CBX Logo has CB in gold stitching with the X in red with gold stitching, and adjustable strap, and a black rope cord across the bill. One size fits all.



\$10.00

Hat

#O - Adjustable with velcro strap on back. Features the CBX logo.



\$14.00

Bandanna

#P - Dupont® Cool Max Bandanna (Do-Rag) to absorb sweat.



\$24.95

Poster

#WW - This is an enlargement of the 1979 factory brochure featuring a Candy Glory Red CBX with cut away view showing the technical highlights. 32" wide x 14" high. Laminated for durability.



\$11.00

2005 Calendars

#UU - This calendar features a beautiful picture of a red "79" CBX on the top page, which is laminated for durability.

Each calendar page has a silhouette of the 6 cylinder motor. This is our second calendar in the series.

Honda Gold Book

#VV - The Gold Portfolio contains Road Tests, Comparison Tests, model Introductions, Performance and Technical Data, plus much more. A must for any CBX owner!



\$24.95

Calendars

#XX - Features a beautiful picture of a Silver 79 CBX on the top page and a silhouette of the 6 cylinder motor on each calendar page.

Since it's our first, its bound to be a future collectors item! Limited quantities, order today!



\$6.00

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Tricks, Tips & Easy Fixes

Team Leader: **Bob Brook** • bobbrook@nf.sympatico.ca • Submit new articles by 8/15/05.



1

Question: How do I remove the Allen bolt from the bottom of the fork tubes? Mine just keeps turning around.

Answer: It is best to slack them off before removing the forks from the bike. That way the triple trees act as a clamping unit. Do not remove them completely as you will lose some of your fluid on the floor. If they turn when trying it by hand you will have to get an air or electric impact wrench on them. This usually does the trick.

2

Question: I want to check the front disc runout on my 82X but the dial indicator my friend loaned me is magnetic and obviously won't stick to the fork tubes. Any idea's on how to do this?

Answer: Two methods come to mind on this one. Remove the wheel and lay the axle in V-blocks. Then you can use your magnetic base on the side of the blocs.

The second way you can do this is to drill two holes in a piece of flat steel and bolt it to the bottom of your fork clamps. Then you can use this as your base.

3

Question: When it is on the sidestand my 79x leans over a long way and I really have to be careful when picking a spot to park. This is my first CBX and I don't know too much about them yet but this doesn't seem right.

Answer: Your sidestand is probably bent a little bit. This is a common problem on the X. Remove the stand and apply some heat to it and straighten it out. Do not try this without heat. If it still leans over too much you can weld a small piece of steel on the bottom of the stand. I welded a piece of 1/4" plate on mine. A little bit of black paint and you don't know its there.

4

Question: A while back there was talk of cracks under the frame somewhere. Just to be safe I would like to check mine out. Where do I look for them?

Answer: The cracks you are referring to are usually near where the center stand lugs are welded to the underside of the frame. Clean everything up under there because sometimes they can be hard to see. Try to block the bike up so that you can grab both sides of the stand and try to twist it back and forth. When I tried mine one side was broken clear altogether and it looked like it had been that way for a long time.

5

Question: What is the cause of the popping sound coming from the carbs when I shift gears. I have checked for airleaks at the intake boots and exhaust joints and everything appears to be tight. It only happens when I shut the throttle to shift gears not when I decelerate.

Answer: This sounds very much like the rubber diaphragm located on the side of the #1 carb.[Decel valve] Over the years they tend to crack or develop pin holes and this will cause a popping at high vacuum. It is held in place by two small phillips [ugh] screws. When you remove the cover be careful you don't loose the spring inside. There is also a very small rubber O ring in there that you should probably check out also.

6

Question: The rear brake on my 80 is useless. Is there anyway I can improve it or better still replace it with a caliper from another model?

Answer: You can use several different rear brake setups on your early model. The CB750F, CB900F, Late Model CBX all will interchange with yours. They all use the same caliper mount and they will all bolt directly onto your early model. The good part is you will have dual piston calipers and parts are readily available for them.



Team Extreme

Team Leader: **David Ditner** • 818-841-2546 – cbxdavey@cs.com • Submit new articles by 8/15/05.

The Search for the 1800cc CBX Billet Motor

Tommy Lindemann, ICOA# 2598

First Place to Look

Probably not where you'd think. Would you believe it's at a place called Magnolia Acres in rural Florida, bordering the Ocala National Forest? From the sound of it, you'd almost expect to see a big porch, with a couple of dozen or so old geezers like myself, sitting on rocking chairs, covered with lap blankets, a glass of cool lemonade at their side, meaningless smiles on their faces and maybe even a little drool on their chins. Nothing could be further from the truth (except for me, I drool a lot).

Magnolia Acres is the home of ICOA member Tommy Lindemann and he's got the desire for an 1800 cc CBX. How hard can that be!!! Just a little bore and stroke job. Easy, right? Can you say.... 1800cc CBX Billet Motor!!!!

Phase 1 The Block: 73 pound block of T 6061 aluminum 4" by 9" by 24"

Well, that's what's happening!!!!!! A new block starting from a 73 lb piece of T 6061 aluminum 4 inches by 9 inches by 24 inches. There's clearly gonna be one helluva pile of chips when he's done.

Phase 2 The Crank: 122 pound rod of 8620 steel 30" long by 6" in diameter.

Want an idea of the work involved? A stock crank weighs in at about 35 lbs, a block maybe 20 or 25. But like Tommy says, the block and crank are in those massive chunks someplace. All he has to do is cut away the stuff that's not supposed to be there... Clearly not a task for cowards.



Mocking up the engine revealed some minor problems.

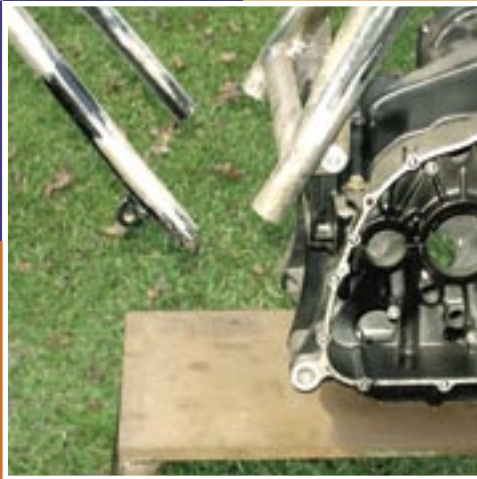
First off, the 1800cc billet engine won't fit in a stock frame. The block's too tall due to the stroke increase. Hey, if you're in it this deep what's a little frame work? Revising the lower mounts took care of the fit issue, and while he was at it he replaced the main backbone with a piece of .065" wall thickness 15/8" diameter chrome moly.

For good measure, Tommy replaced the steering neck with another piece of chrome moly that would allow him to use a GSXR upside down front fork.. Throw in a couple of additional frame braces and you're almost done.

There will be a matching GSXR swing arm as well, and brakes. Wheels will be GSXR widths and diameters, but spoked aluminum rims, 3.5 inch in front, 5.5 in the rear with 40 spokes each..... and, of course, billet hubs.



Tommy & Sue
Lindemann
and Mike Tuman



Enough you say? Not quite.

The stock gas tank wouldn't fit the new backbone correctly, so it's getting the axe as well. The refitted tank will fit the steering stem better than the original & more closely follow the rails. This is a project that will clearly not be accomplished overnight, but the chips are starting to fly.

It's a work in progress indeed... stay tuned for future updates in the Xpress! Tommy is looking for test riders, so send an email to cbxdavey@cs.com if you are interested.



Flamed by a Late Model

Rod Coleman, ICOA# 1209

In the Beginning ...

December, 1978, Mesa, AZ. I was home on leave from the Air Force as a firefighter, stationed at Altus, OK. I had read all the magazine articles about Honda's new 6-cylinder asphalt animal, but just hadn't seen one for myself yet. It was a beautiful Saturday morning to go for a ride in the desert, so I fired up my chopped CB750 & headed for Scottsdale. At the local Honda shop, a new bike caught my eye. That red CBX was stunning. "If I only had one of these.....", I remember thinking. It was everything and more the motorcycle mags said about wretched excess. I rode home in stone cold silence, pondering the 24-valve wonder I had gazed upon. The die was cast, the seed planted.

7 years Later – Got smacked! ...

May, 1985, Tucson AZ. Three Air Force assignments later, I had since been stationed at bases in Mesa, AZ, the Azores, Portugal, and, now, Tucson, AZ. Another nice Saturday morning and time to replace the \$3 snap-on face shield for my helmet. I rode to one of the local Honda dealerships on my venerable, flamed-out CB750. As I entered the showroom, a brand-new 1982 CBX struck me like a western diamondback rattlesnake. The effect was immediate. My senses went numb. Cold sweat broke out. The next hour was a blur. My mind slowly recovering, I vaguely remember leaving the dealership parking lot, sans my beloved chopper of 9 years now residing in the used bike section of the shop. My face muscles hurt from the one-hour long smile plastered across my face, the result of the realization I was cruising down Speedway Boulevard on new, never ridden CBX.

The deal is done! – I may be in trouble! ...

Wait!! What had I done!!! Had I gone mad? I was a married man with four kids, one more on the way, and I told the wife I was only going to buy a \$3 face shield! I had added a few too many zeros to that \$3. I was on my way home with a \$3,003.00 receipt in my pocket, a new bike, and I was thinking "I'm in a lot of trouble when I get home",..... but I did get that face shield. Mission accomplished!



Some how it all worked out and the CBX became part of the family and still is. I have since been assigned to Korea twice, Germany, Virginia, Arizona (again), Georgia, and now beautiful Colorado. My older brother Don took great care of my CBX while I was stationed overseas three times but he, too, was bit. He bought a black 1980 CBX and only two years ago, bought a pristine 1982 model in Canada with only 6K miles on it.

These bikes are timeless, rare, head-turners that never go out of style. In 2002 I entered my '82 in the Colorado Springs Drive-in Motorcycle Show at Rocky Mountain Cycle Plaza. It took first place in the "Open" category, and was the highest scoring motorcycle in the show...all with the next oldest machine being a 1996.

One of my most enjoyable rides here in Colorado is the annual POW/MIA rally, held every August in Cripple Creek. It has grown into a huge event with thousands of motorcycles. I love looking at the ocean of new bikes & customs, and yet, still feel great pride in owning & riding a dinosaur that others still "Ooooh! and Ahhh!" over.

A purist, but still some room for minor mods ...

I've enjoyed making quite a few mods to my '82 over the years while trying to keep the stock theme as much as possible. One thing I did that I haven't seen on other CBX's was to paint the two outside carb bodies with gloss black, 500 degree engine paint. It got rid of that pot metal look and helped to accent the chrome carb tops and bottoms. I actually did it with the carbs on the bike. I taped off the rest of the carbs and covered the entire motorcycle; an easy weekend project. No, those flames you see are not paint but rather Cycle Graphic removable vinyl decals that leave no trace that they were ever there, once removed. Warm them up with a hair dryer and they stick to the paint with no adhesive. Had some fun with them this summer but off they go for the long Colorado winter.



In closing, I'd like to say how much I have enjoyed my CBXpress membership since I joined in 1987. This is a fabulous club with a great magazine, web site, and many, many super members that make the club such a great success. As always, I look forward to meeting other X'ers and reading about their CBX journeys while we work together to preserve the CBX motorcycle.



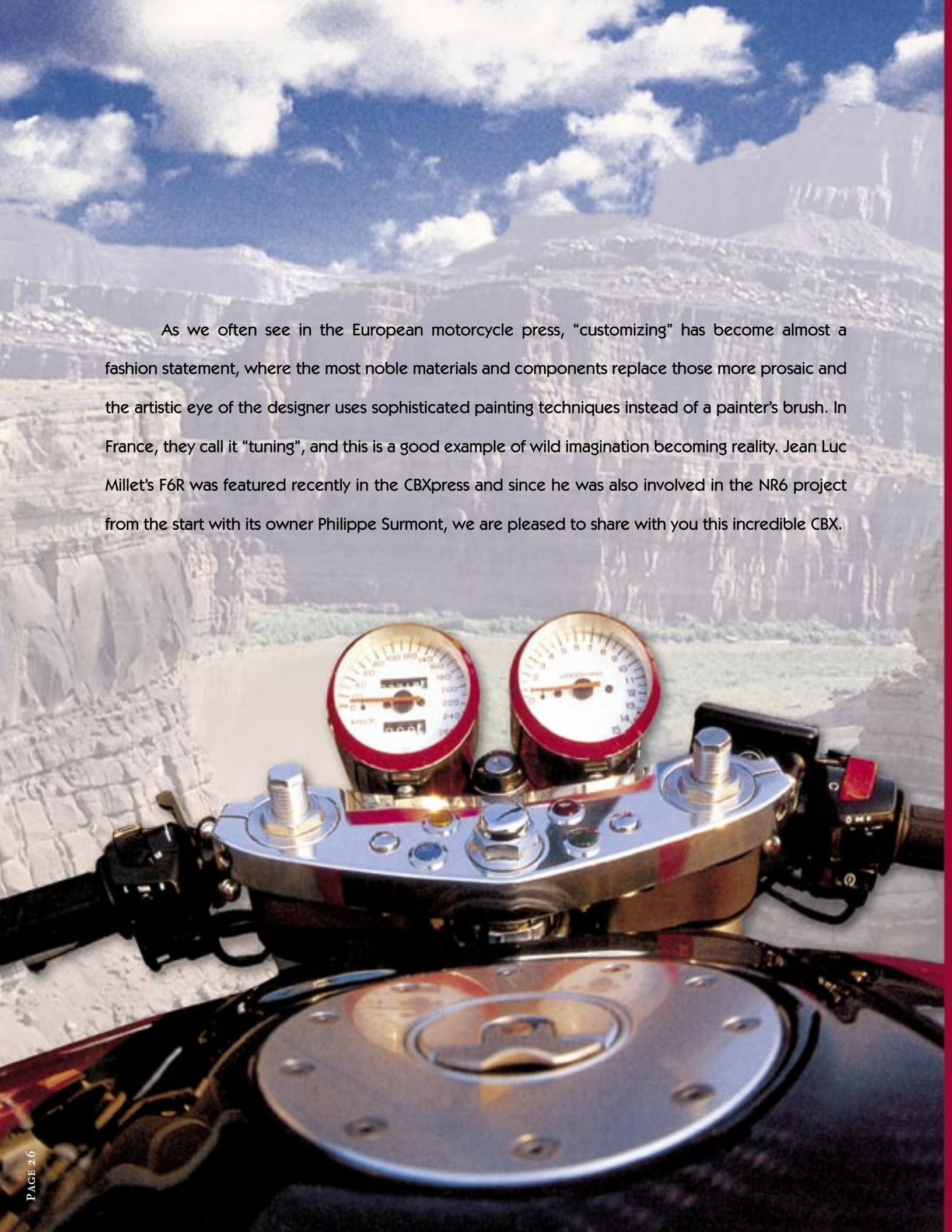
Jean Luc Does It Again . . .

Article Prepared by Members: JP Grasmuch and Jean Luc Millet





the wild MR6



As we often see in the European motorcycle press, “customizing” has become almost a fashion statement, where the most noble materials and components replace those more prosaic and the artistic eye of the designer uses sophisticated painting techniques instead of a painter’s brush. In France, they call it “tuning”, and this is a good example of wild imagination becoming reality. Jean Luc Millet’s F6R was featured recently in the CBXpress and since he was also involved in the NR6 project from the start with its owner Philippe Surmont, we are pleased to share with you this incredible CBX.



The inspiration came from the NR 750, the revolutionary superbike with oval pistons. Philippe sold the 23d and last model available to one of his friends and got the idea to create a prestigious hybrid with the CBX engine. He could visualize the finished project in his head and patiently went to the best in the business to craft components. A duplicate was made for the seat and tail section and the rest is history.

The NR6 is probably one of the most stunning CBX you will ever see and its heart beats at the sound of a mildly tuned engine yielding 105 hp at the rear wheel, enough since the intention was never to race it. The NR 750 bodywork is striking in red and is matched by the block powder coated in the same color, only the early model CBX tank was kept.

The NR6 is a wild mix of 2 mythic Honda motorcycles with a touch of the WW2 legendary P51 Mustang fighter with its gun-like exhausts and front view. Philippe is a Honda dealer (KICK Motos) since 1983 in the Savoie region, located in the heart of the French Alps where riding season stops in the fall, so there is plenty of time for projects, but this one took five long years, a real labor of love!



wild

The view at the back of the six exhaust tips is a wonderful balance of style, grace and intimidation. The 6 into 6 polished stainless exhaust is hand bent to fit snugly under the seat and the tail section comes out in a CNC machined aluminum collector, looking like a jet fighter ready for afterburner.

While the stock prolink frame was retained after a few modifications, the front end and the brakes come from a FZR1000. The top triple tree is also home made and set for a Hornet instrument panel. A wide 6.5" VFR rim is attached to a polished RC45 single sided swing arm.





NR6

The front view matches the rear end with a CNC machined and polished headlight shell holding 6 halogen lights and mimicking a Smith and Wesson cylinder.

The NR6 was displayed once in Paris Tuning Show. Like a Master piece, it received a lot of attention. But Philippe jealously keeps it under cover while he is already working on his next wild challenge.

In a motorcycle world dominated by seemingly endless cookie-cutter factory bike designs we all can appreciate the wonder of this machine and the skills, vision and craftsmanship it took to make it a reality. A 2007 CBX..... not really, but it should be!



A

Restoration Team



Team Leader: **Dave McMunn** • 814-797-2896 – dmcunn@penn.com • Submit new articles by 8/15/05.

ICO

The Perfect 100 Point Restoration of The Legendary CBX: Part 1

Pete Rose, ICOA# 5881

WORK SPACE AND TOOLS

Half the success in any restoration or even normal maintenance on any bike or car is your work space environment and tools. You are only as good as the tools you use. We aren't talking about a whole lot of money here, either. If you have the basics and some specialty motorcycle tools, good shop manuals for the bike, a parts manual for the bike (this is the bible for any bike in my opinion) both an automotive and a motorcycle jack, and best of all, a motorcycle lift, then you can tackle any level of motorcycle restoration that you want. I also have

a 20 gallon parts cleaner with real industrial solvent, not the crap you buy at the auto parts store. You should have an organized and clean garage or shop to do a good job. If you have to spend the first week of your project getting it that way, you will re-gain that lost time and then some, and the bike will turn out better. Cost wise for all of this is probably in the neighborhood of a couple of grand maybe. I spent \$1000.00 on a motorcycle lift, 100.00 on a parts cleaner, 100.00 on a motorcycle jack (craftsman) and various other tools etc.



THE TEARDOWN

The tear down is just as important and as sensitive as the re-assembly. The method and organization of the teardown will determine how the bike goes back together in terms of accuracy and craftsmanship. Accuracy, because if you note how it came apart, chances are you will put it back together with everything in it's correct place and position i.e. washers, clamps, ties, etc. Craftsmanship, because if you tear it apart carefully so as not to mar the nuts, bolts, and screws etc, or scratch everything trying to get it off, the craftsmanship and/or workmanship is going to come across as good in the end.

You want this bike to look like it has never been apart. When it came from the factory, none of the fasteners were marred or rounded off. I will sometimes take photos of an item before and during the disassembly so that I can refer to it during re-assembly. That really helps in cases like the wire harness. For example, I take photos of how it snakes thru the frame, and locations of the ties that hold it to the frame.

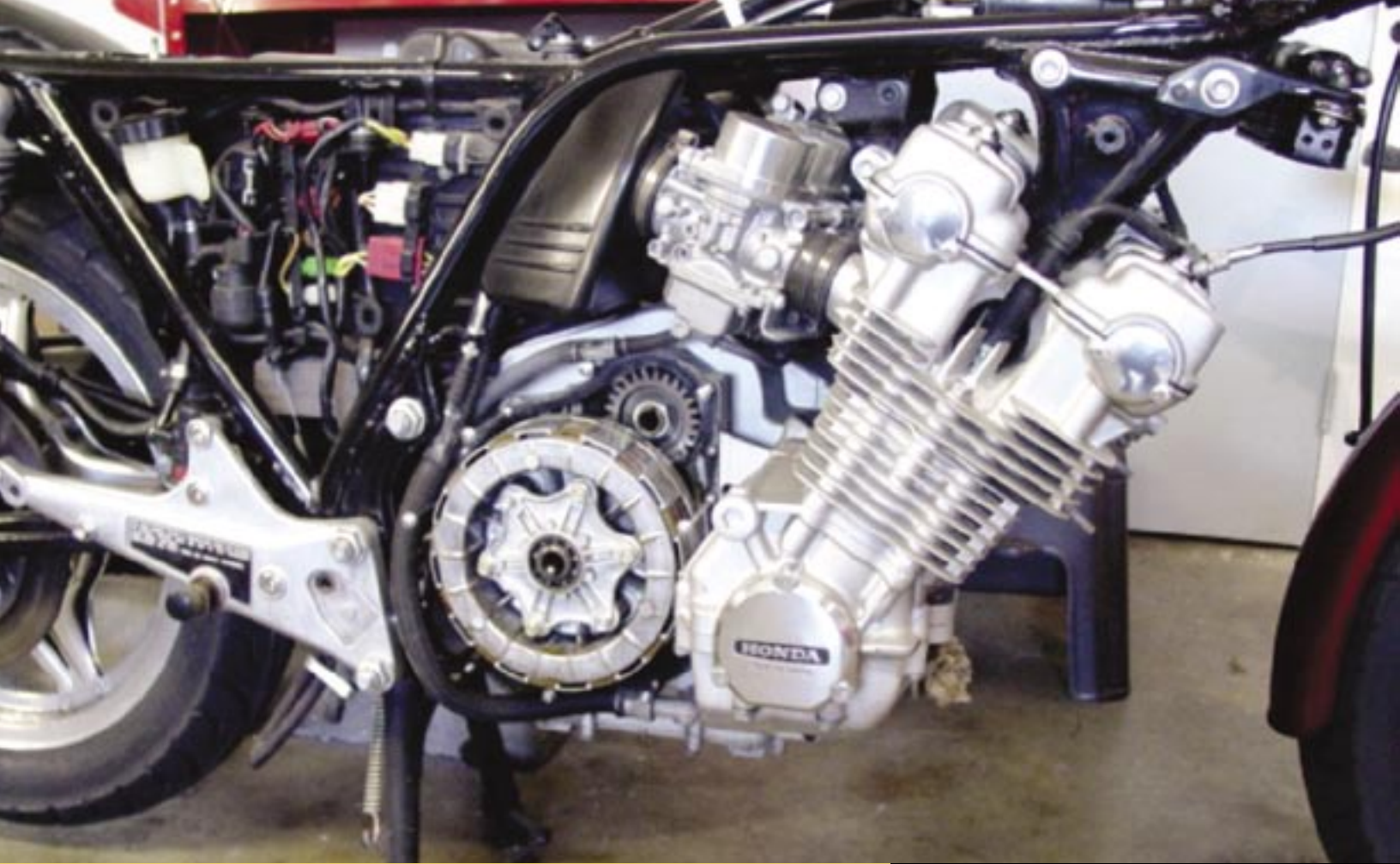
Another important trick is to get a box of zip lock bags to hold the fasteners, clips and small assemblies for each item that you disassemble, and label them carefully.

THE TEARDOWN

As I mentioned earlier, A Parts Catalog, and a Shop Manual are essential to successfully restore one of these bikes. I found the shop manual on ebay. They come up from time to time, and usually run well under \$100 bucks. The parts catalog can be down loaded from various CBX sites.

The parts catalog is your bible. I rely on the parts catalog even more so than the shop manual. The shop manual is good for specs etc. but the parts catalog shows not only the entire bike in detailed exploded views, but all of the part numbers are listed so you can order parts and know which parts are correct & which are not.





THE TEARDOWN



My goal with my bike was to bring it back to showroom condition. This meant that I would have to strip it down to the bare frame and engine. As I mentioned before, the frame was in mint condition, so no need to refinish it. As I stripped the bike down, I photographed it to keep a record of cable & wire placements as shown in the photo below.

Notice also, that I removed all polished aluminum engine cases so they could be cleaned up and polished separately. This also gives you an opportunity to fix oil leaks.

THE TEARDOWN

As I stripped the bike down, I laid out the parts in an organized fashion so that I can figure out which items to send to the powder coater, which items to just simply polish and/or clean up, and which items to replace altogether.



Stay tuned for part two in the next issue of CBX press.



As the bike gets more and more stripped down, access for cleaning becomes easier. The above photos show how important a motorcycle jack is if you are going to restore the bike yourself.

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Getting There and Back Can Be More Than Half the Fun: Part 1

Linda Theisen, ICOA# 3129

ICOA Rally Miracles...

A CBX Breaks Down on the Road. Trailer Time or Fix it Time?

The 10th Annual Drunks and Bums tour turned into the Drunks and Bums roadside repair. This annual tour finds CBX friends gathering from all over the country. We all meet in Big Fork, Montana at a rally sponsored by David and Ellie Gaines over Labor Day weekend. The rolling rally then moves to Morro Bay, California one week later. Rod and Angela Libbey were sponsoring the 24th Annual rally. 11 riders left Montana as a group heading to California. Riders were representing the states of Maryland, Illinois, Minnesota, Montana, Oregon and California.

This year, Noel Mechelin's '82 CBX motor broke out in the middle of Oregon on our way to Morro Bay. The pulse generator shaft galled. The locating pin on the

shaft broke off into motor and the bike died, no longer to keep itself in time. Had all the pieces of this puzzle not been in place, the bike would have gone home on a trailer, but Noel rode off the next morning solo towards home. Never in a million years did I ever think I would see him leave driving the bike. Read on for the story of some incredibly remarkable people.

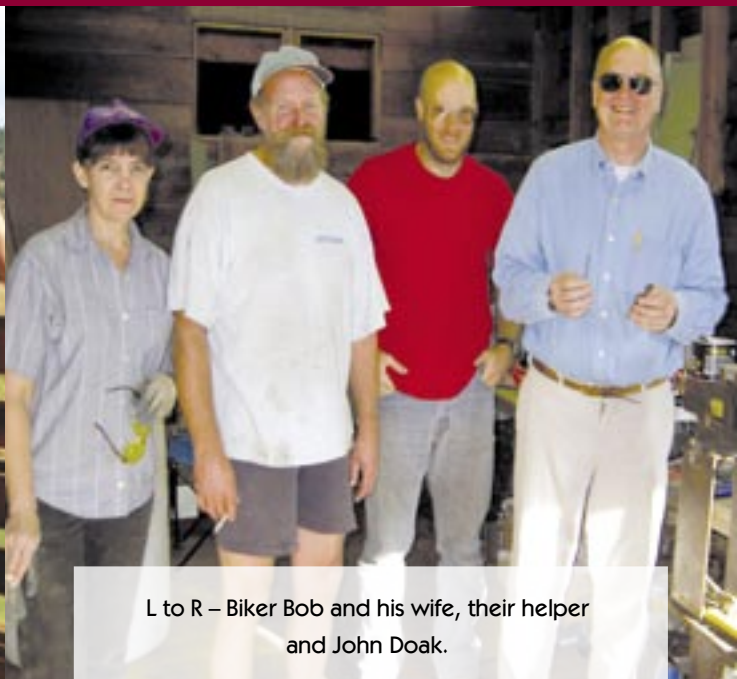
Poetry In Motion When The CBX Runs!!!

Part of what draws me to the Drunks and Bums tour is a week of high speed riding through some of the most beautiful parts of this country with great friends and some super riders. Noel Mechelin (Calif) was a new addition to the group this year. Oliver Boyer (Calif) on his Dyna Glide stood out once again as our most accomplished rider. Watching Oliver take the curves with one hand on his throttle and one hand at his side like it was effortless. Poetry in motion. Or as I call it "A great dance".

Want to hold an ICOA Rally? Contact **Mike Quance** at 403-279-6816 or rally@cbxclub.com.



L to R – Top: Andy Green Cissy Schreiner, Pat Holst, David Gaines, David Foster, Linda Theisen. Bottom: Darrell Peck, Oliver Boyer, Eric Schreiner.



L to R – Biker Bob and his wife, their helper and John Doak.

THE PLAYERS

Noel Mechelin and Oliver Boyer

Lolo pass in Idaho is a motorcyclist dream. All in all, it's about 130 miles of beautiful sweepers on new pavement. It didn't take much time, and Oliver was gone. Noel was behind me, but not for long. What great fun I had chasing him through Lolo pass. Keep your eye on the rabbit and it's all easy. I began to enjoy riding with him, and was looking forward to a week of riding down to Morro Bay. His passes were always predictable, as was his cornering. We all know how important it is to trust the riders we are group riding with. It didn't take long for me to establish this trust with Noel. As an added pleasure, the smile on his face at the end of a segment was priceless. The guy was having a GREAT time riding.



John Doak helping with repairs.

John Doak

On day 2, Eric Schriener headed home to Klamath Falls, Oregon and would catch back up with us at Rod and Angela Libbys house on Thursday in Livermore, CA. John Doak (Maryland) had planned to head back to Seattle and return his Triumph to his daughters house. He would spend some quality time with her before returning home to Maryland. He changed his mind and decided to ride with us one more day. John was a key player in this repair, so the motorcycle Gods had begun to smile on Noel and he didn't even know it yet.

Andy Green

In addition, Andy Green (California) had suffered a very low speed crash on his Yamaha FZ1 in Big Fork, Montana. Sand, a rear tire and turning proved to be an unpleasant combination. Andy sustained a nasty leg bruise on the inside of his shin requiring ice and as much time as possible with an elevated leg and adult beverages. He had toyed with the idea of leaving with Eric, and heading home to address the damage to his leg. Again, the motorcycle Gods smile on Noel as Andy, another key player decides to hang with the group for as long as he can.



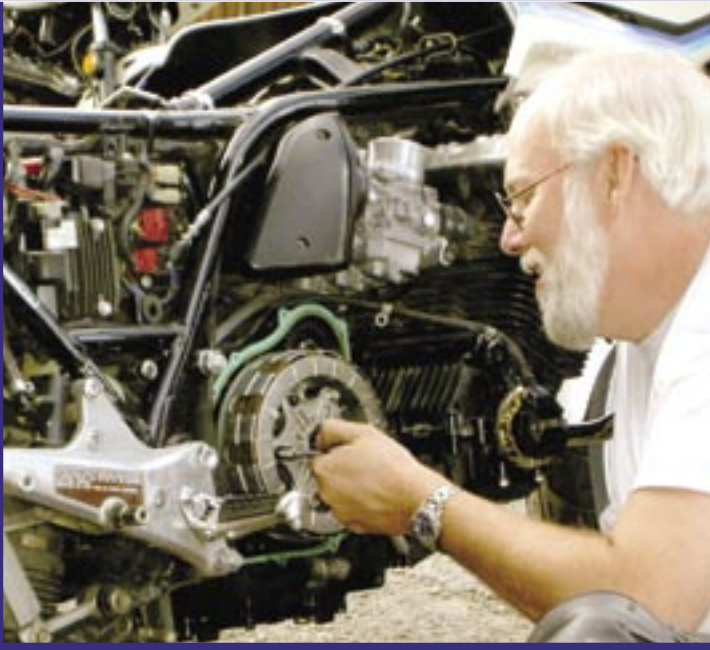
Noel removing the mufflers.



Draining oil to check for pin.



A done project: Rod Libby, Darrell Peck, Noel Mechelin, David Foster, Andy Green and Oliver.



Rod Libby

Pat Holst (Illinois) took special notice that the tread on his rear tire is in sorry shape. This was the 3rd FJR with premature tire problems on the trip. With about 1500 miles to go, Rod Libby (California) on his FJR and Pat attempt to find a rear tire in LeGrande, OR. They would make attempts to catch up with us that night with a possible route change to expedite their travels. It wasn't to be. There were no tires for Pat. Rod and Pat rejoin the group. Again the motorcycle Gods smile on Noel when Rod rejoins the group. Rod had received an "award" from the Oregon Police on his solo ride north to Montana that removed \$430 from his wallet. He decided to ride the rear of the group through Oregon in an effort not to repeat the damage. I managed to keep Oliver in my sights this time, as I watched Noel slowly disappear from my mirror. Was this a sign of trouble beginning to brew in Noel's motor? It was unlike him to drop back.

Now For the Rest of the Story..... Trialer Noel's CBX Home or Is It Time For An ICOA Rally Fix, On the Road, Miracle

We had less than 50 miles to go before we would make a scheduled stop for fuel in Ukiah, Oregon. It just so happened that Ukiah was out in the middle of no where. It was chosen as a stopping point for equally importantly a direction change from traveling west, to traveling south. We could regroup and wait for Rod :-). Oliver and I were filled with gas when we watched Noel roll into this one horse town shy of the gas pumps. Trouble had just struck. All of our travel plans changed, and we didn't even know it yet. We were alerted that Noel was having

problems restarting his bike after it stalled coming into town. Remember, we had just gone through 50 miles of nothing in sight except trees. Noel was smart enough to point his coasting bike to the shade created by the local tavern. As the group trickled in, the diagnosis began

No, plenty of fuel making it to all carbs. No, there is spark. Hmmmm. Lots of theories passed around. Noel had remarked that he had slowed for the town, he pulled in the clutch lever, and stood up on the pegs. Then the bike stalled. He tried to bump start the bike while it was still rolling, and he thought he felt the rear tire catch briefly, as if it had locked up.

Sidebar

As a side note, you must know that Noel's '82 failed this year enroute to the Death Valley Rally. His pulse generator shaft ended up being the problem that put his bike on a trailer, but for different reasons. In Death Valley, a screw had come loose from his pick up plate. The plate now loose, turned. That created a timing problem that he noticed.

The more important problem became that the pick ups now were coming in contact with his pulse generator shaft which caused it to wobble. One of the weaknesses of our CBX is that the pulse generator shaft comes through the clutch cover with no bearing or bushing. It is steel against aluminum. The wobbling of his pulse generator shaft caused the hole in the clutch cover to become out of round. He could reinstall the screw into the pickup plate. He no longer could get the pulse generator shaft to turn properly in the clutch cover. Terry Ward-Llewellyn (Calif) suggested a JB weld attempt to fix it. It was getting late on a weekend. Noel and his wife Julie (in a car with their son) opted to find a trailer for the bike. Mark Miller later provided a new clutch cover, and I believe the new pulse generator shaft to make his bike road worthy for Montana.



PREVIEW for next issue . . .



Linda's Rally Road Trip: Part 2



Rickie Whyte's Special



Ian Foster visits Honda's Museum



Pete Rose's 100 Point Restoration: Part 2



V12 Update



Yvon Lamarch



2005 Rallies

Submit all rally information / writeups to **Mike Quance** • xler_8@shaw.ca

For more information on these and other rallies as it becomes available please visit the ICOS's Rally web-page at:

www.cbxclub.com → (click on Rallies @ top of page)



Morganton S.E. National

June 19 – 26.

Jeff Bennetts – (330) 499-5805
cbxsix@yahoo.com

The 2nd Annual ICOA

Morganton National Rally June 19th-26th 2005.

The Holiday Inn of Morganton N.C. will be the headquarters again this year with the hotel restaurant "The Fresh Grill" catering the Saturday night Banquet.

To make your reservations MENTION THE CBX CLUB, this will get you the discounted room rate of \$59.09 + tax and insure that you are located within the CBX clubs blocked rooms. Holiday Inn Morganton, (828)-437-0171 If you have any problems ask for Kelly.

The Rally Registration fee is \$25.00 and the Saturday Night Awards Banquet will be \$20.00, we will be giving away over \$1300.00 in door prizes at the Banquet.

ROOMS 133-149 which all face the parking lot and is the gathering spot for the late night fun are considered GROUND ZERO, PLEASE DO NOT BOOK THESE ROOMS UNLESS YOU WANT TO PARTICIPATE.

The Theme for the rally is ANYTHING IRISH, so bring your lucky charms and pot of gold. The best decorated IRISH themed hotel room window will win a prize donated by the Crazy Cajuns.

We are very lucky to have all four of the major CBX vendors to participate in the sponsorship of this years rally.

- CBXMAN.COM www.CBXMAN.COM
- TIM'S www.TIMSCBX.COM
- CBX PERFORMANCE www.CBXPERFORMANCE.COM
- USED CBX PARTS www.USEDCBXPARTS@HOTMAIL.COM

Each CBX Vendor has been so kind to have donated enough Banquet door prizes and raffle items to equal over \$1300.00 in gift certificates and free merchandise along with rally shirts and hats to be given away.

We will also be unveiling Mike Barone's 80 CBX, better known as the Dawg; this has been a year and a half restoration with many neat and unique modifications that Mike hasn't even seen yet.

AMA Vintage Motorcycle Days

July 15 – 17.

Jeff Davis –
740-369-2495 after 5 pm
DODAVIS@MSN.com



OHIO

The American Motorcyclist Association's only vintage motorcycle. Event returns for its 14th annual appearance at Mid-Ohio Sports Car Course.

Ducati will be the featured marquee at July's event, which guarantees an opportunity to experience plenty of the manufacturer's history, both on and off the racetrack. You'll also have a chance to own a piece of two-wheel history yourself, through memorabilia auctions hosted by the AMA Motorcycle Hall-of-Fame or through the AMA Will Stoner Swap Meet. Last year's meet featured over 1,000 vendors hawking their vintage parts, pieces, collectables and more. If that's not enough, catch the AHRMA road racing, vintage motocross, and observed trials to fulfill your vintage-racing fix.

Don't miss out on your chance to see the finest displays of two-wheel history and speed, or your chance to purchase fantastic pieces of history.

Get more information at Mid-Ohio's website www.midohio.com

It's that time again; we have reserved 20 rooms for the weekend of July 15-17 2005 at Knights Inn on 555 N. Trimble Rd., Mansfield OH, phone 419-529-2100. Room rate is \$85 per night and reservations must be made by 06/15/05. When reserving rooms be sure to ask for the Ohio CBX Chapter rooms. We are still working on a centralized meeting place again this year and details are to follow.

Any questions or if you would like to help out at the track please contact Jeff Davis at DODAVIS@MSN.com or phone 740-369-2495 after 5 pm.



3 Valley Gap

July 22 – 24.

Tony MacNeill –
(250) 547-8900
sixofsix@telus.net

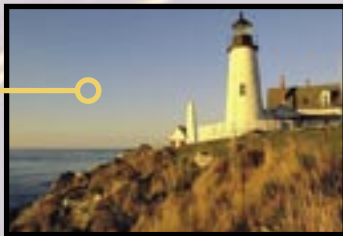
14th Annual TVG Rally. Fantastic riding roads in the Rocky Mountains! Room rates are \$77 CND, one adult, one bed, and \$82 CND two adults and two beds. BBQ cost is \$18, includes steak dinner or chicken with all the fixings. A guided tour of the Ghost Town, Railway Round House and whatever else ol' Gordon Bell has partially completed over this winter is also included. We have once again rented stunt mountain goats for your viewing pleasure at the Rally site. (1-888-Goats-R-Us) The Rally has been moved to July this year, so you can ride without fear of hypothermia. Remember to bring breadcrumbs to find your way back from Uncle Ed's restaurant on Friday night!

Three Valley Gap Chateau 888-667-2109. Mention the CBX Club to get the special rate

2005 Northeast National ICOA Rally

August 19 – 21.

Rich or Cathy Pleines –
(203) 777-7672
rpleines@snet.net



Every now and then, an ICOA event is planned that get even seasoned rally-goers excited with anticipation.

The New England ICOA National in the great state of Maine on August 19, 20th and 21st is such an event.

We will be arriving at Lovleys Motel in Newport, Maine on Friday, August 19th and have an opportunity to explore the area with hosts of the event, Kerry and Angela Carsley, who will provide us with a tour of the area and their family-owned collection of antique snowmobiles and Kerry's personal collection of 25+ motorcycles.

Friday evening we will enjoy a family style pizza party which will include all beverages, salads and desserts.

Saturday morning after breakfast at a location to be announced, you will have an opportunity to join us on a group ride to Pemiquid Lighthouse. There is an option for a sport ride or a tour ride, however, after riding some beautiful scenic roads and exploring the lighthouse and the surrounding area, we will meet for a group lunch at a great spot and then proceed to Christmas Cove for some additional sightseeing and photo opportunities. After returning from our rides (or whatever you want to do) we will enjoy a New England cookout with hotdogs, hamburgers, salads and your choice of steak or lobster (this is Maine, after all).

On Sunday morning, those who have time are invited to join us for a ride to Arcadia National Park for some sightseeing.

As usual, the New England Rally is a no pressure relaxed family event with no hot rod or rowdy behaviour anticipated or allowed, so bring the family, relax and enjoy.

The registration fee of \$25 per adult and \$15 per child includes most beverages, the Friday Pizza Party and Saturday cookout and more. You must register for the event and your hotel no later than July 23rd.

For additional information on registration and hotel, please contact Rich or Cathy Pleines @ 203 777-7672 or email us @ rpleines@snet.net

The hotel room rate is \$79.00 per night with a two-night minimum.

Montana Rally

September 2 – 4.

Dave Gaines – (406) 837-1389
sixpax81@hotmail.com



This camp is located on beautiful Flathead Lake in Northwest Montana, the largest freshwater lake west of the Mississippi river. Many have enjoyed the use of the beach and bonfires during previous rallies.

The view is fantastic!

No tents are at this camp, however, the sleeping arrangements could be "roughing it" depending on your point of view; there are 2 large bunkhouses complete with mattresses and full indoor bathrooms. We have a limited amount of sleeping bags and pillows available. The largest bunkhouse has a large fireplace in the lower level. The dining hall comes complete with a large kitchen, more sleeping facilities, bathroom and large multilevel deck overlooking beautiful Flathead Lake.

Rally T-shirts will be available on request. Please order yours two weeks prior to the rally via email or by phone. Friday: Check-in at camp and dinner at Garden Bar. Saturday: Fun ride and evening cookout at camp. Sunday: at your own leisure, breakfast in the am Monday: Off to Morro Bay, California and other destinations.

No reservations required. Accommodations are \$15.00 per person per day. Please r.s.v.p. by email prior to arrival. Rally Fee is \$25.00 per person.

Washington Rendezvous

September 9 – 11.

Phil Johnson – (206) 824-2444
anita42phil@msn.com



This year we are back in scenic Winthrop WA at the hotel "Rio Vista" 285 Riverside Ave 1 800 398-0911 or www.hotelrivovista.com to book your room. Rates are \$90 to \$110 for single/double and \$110 to \$130 for the Deluxe version.

PENNSYLVANIA

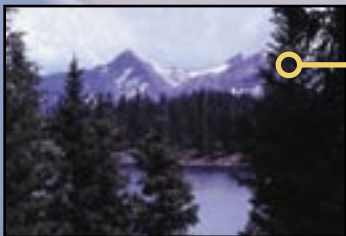
Sonestown, Pa

September 9 – 17.

Jack and Nancy Gutshall – (570) 925-5914 • gutshall@epix.net

Rides will be planned for Friday afternoon and Saturday. Dinner will be at the Sonestown Inn both nights. Locations for the rides are not definite, we will choose new locations from those chosen during the recent Sonestown rally in 2002.

In addition we are evaluating the potential for a “day at the drags” at a local drag strip. This event has not been booked so is tentative at this time. Ask anyone who attended the last Sonestown rally and they’ll tell you the eats are good, the roads are great, the nightly entertainment is lively...but best of all the people who come make it all worthwhile!



Sandia Classic

September 15 – 18.

Vince Ciotti –

(505) 466-4958

vcotti@hispros.com

Wes Anderson – (806) 435-5217 • wla17@ptsi.net

Join us for a fall rally in beautiful Santa Fe, New Mexico – at one of the most beautiful times of the year! Renew old friendships, and make new friends as we ride the twisties of the beautiful Sandia and Sangre De Cristo mountains, see the changing foliage, and enjoy Vintage Road Racing, Dirt Track, and Motocross Racing at the AHRMA National Event hosted by Sandia Raceway in Albuquerque, NM. Also on schedule, a special display showing for our CBX’s, Honda Sand-cast CB750’s, and other vintage bikes in the town square of historic Sante Fe, NM! For further info call Vince Ciotti at 505-466-4958 or Wes Anderson at 806-435-1830 evenings.

NEW MEXICO

Southern California (Camarillo)

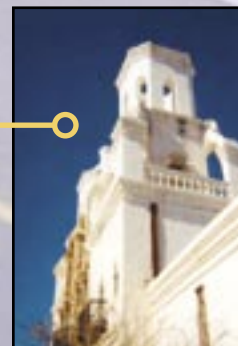
November 5.

Darrell Peck –

(805) 978-1897

cbxpeck@dock.net

CALIFORNIA



Iron Nut Saskatoon

October 7 – 9.

Ray Korpan –

(800) 667-7777

ray@korpan.com or

raykorpan@sasktel.net

CANADA

Come to the “Great White North’ for one of the best kept secret (there’s a reason it’s secret) rallies on the calendar.

The weather can be unforgettable at this time of year, in this beautiful jewel of a city set in the middle of the prairies.

There will be (or better be) the Saturday night Bar-b-que along with the tall tales after an enjoyable days riding around the province, with it’s extraordinary history.

ICOA Rally Information that will be in the next Xpress or on the ICOA Web Site when available.

Late July or Early August:

Carson City, NEVADA

Contact Rod Libby for information – icoa822@ix.netcom.com

October:

Morro Bay, CENTRAL CALIFORNIA

Contact Rod Libby for information – icoa822@ix.netcom.com

September or October:

SOUTHERN CALIFORNIA

CBXV12 Rally/Ride In, Southern California.

Contact Russ Caldwell for information – rcgmi@yahoo.com

June/July 2006:

NEWFOUNDLAND

CBXs to Newfoundland.

Contact Mike Barone for information – team222@paonline.com

ICOA CBXs C2C Ride Across America

Do The Entire Ride or Meet the Ride At A Stop Near You .
Be Part of ICOA and CBX History That Will Never Happen Again

Sunday, July 17 – Comfort Inn,
Salisbury, MD 410-543-4666 \$79.00

Monday, July 18 – E or Call Rick for Details,
Winchester, VA

Tuesday, July 19 – Motel 6,
Parkersburg, WV 304-424-5100 \$49.89

Wednesday, July 20 – Lawrenceburg, IN
Riverside Inn 812-537-4441 \$48.75
ref. Honda CBX club.

Thursday, July 21 – Continental Motel,
Salem, IL 618-548-3090

Friday, July 22 – Twin Pine Motel,
Tipton, MO 660-433-5525 \$40-\$45

Saturday, July 23 – Best Western,
Emporia, KS 800-362-2036 \$57.60

Sunday, July 24 – Nendel's Motel,
Dodge City, KS 620-225-3000 \$29.95

Monday, July 25 – Comfort Inn, Pueblo
West, CO 719-547-9400 \$80.99

Tuesday, July 26 – Red Arrow Best Western,
Montrose, CO 800-468-9323 \$82.00

Wednesday, July 27 – Same as above.
Some of these rooms regularly go for
\$140.

Thursday, July 28 – Shaheen's Best Western,
Salina, UT 800- Western
reference "Mgr. Special" \$66.00 (has pool)

or: Lonestar Motel, Salina UT \$46.00
435-529-3642 (note: no pool, motel is
small, old, but very clean)

Friday, July 29 – Sundown Lodge,
Eureka, NV 775-237-5334 \$40.85

Saturday, July 30 – Carson City, NV
Motel 6, 800-544-4866 – \$55.99 –
group reservations, group # M146000009

Sunday, July 31 – Carson City, NV
Motel 6, as above.
Rate is reduced for this night.

Monday, August 1,2,3,? – Brookdale, CA
Brookdale Lodge, 831-338-6433 check
out the website at Brookdalelodge.com

Email or Call Rick Pope: RickeIEIO@AOL.COM

(812) 637-1365 Central Time

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Membership Recruitment	OPEN			
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Stripe - Right Side of Tank (Orange/Black).....	\$19.99
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1981 Decals

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Honda Logo for Tail Cowl.....	\$4.65
Stripe for Cowl.....	\$17.97
Stripe for Right Side Cover.....	\$9.60
Stripe for Left Side Cover.....	\$9.60
Stripe for Right Pillar.....	\$2.92
Stripe for Left Pillar.....	\$2.92
Stripe for Right Fairing.....	\$47.76
Stripe for Left Fairing.....	\$47.76
Stripe for Front Fender.....	\$19.08
CBX Logo for Side Cover.....	\$9.95
Stripe for Right Side of Tank.....	\$28.62
Stripe for Left Side of Tank.....	\$28.62
Stripe for Right Top of Tank.....	\$7.52
Stripe for Left Top of Tank.....	\$7.52
Stripe for Right Luggage Bag.....	\$18.40
Stripe for Left Luggage Bag.....	\$18.40
Honda Decal for Front Fairing.....	\$10.35
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Stripe for Right Top of Tank.....	\$8.54
Stripe for Left Top of Tank.....	\$8.54
Stripe for Right Luggage Bag.....	\$20.91
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