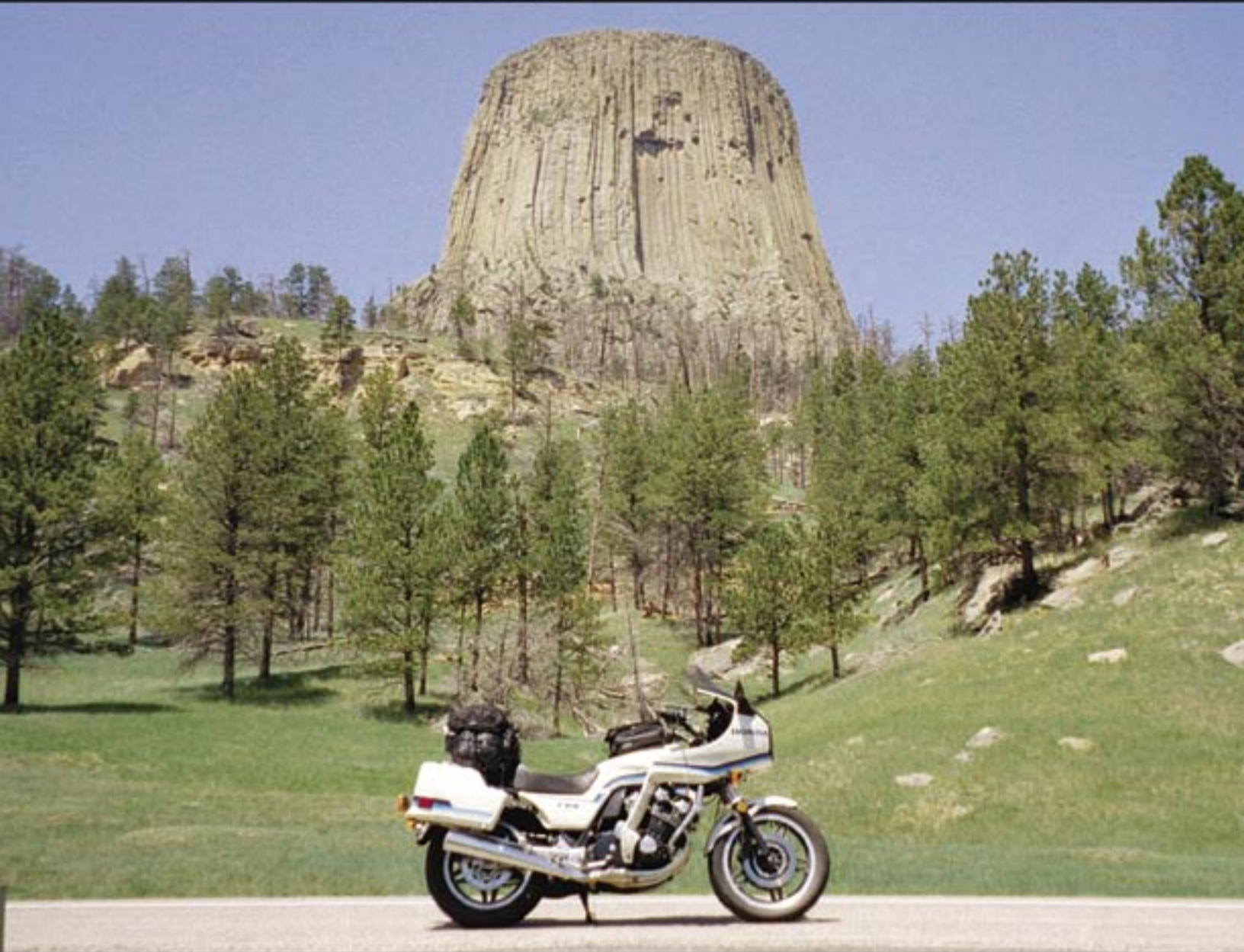


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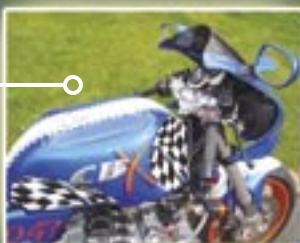
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– Ian Foster &
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ICOAs 2005
C2C Rally

– Bill Hctor



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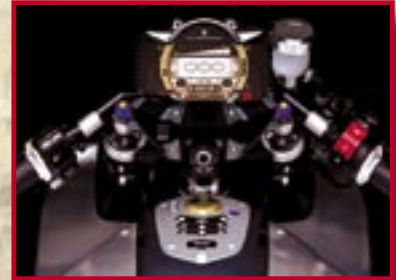
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Below are photos of the all new amazing Suzuki Six Cylinder Concept Bike for you to enjoy.

Have a happy and safe holiday season and see you at the rallies next year.

Mike Brown Barone



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Late Model Clutches in Early Model CBX's.....The Rest Of The Story

Steve Holmes, Vancouver, British Columbia, Canada

Having owned a 1980 CBX since 1996, one of the upgrades I have been intent on doing is replacing the clutch basket with an 81/82 basket. This upgrade essentially rids the 79/80 models of the dreaded clutch rattle.

As many CBX owners know, the 79/80 models had rubber cushion drive components which harden and deteriorate with age and heat; excessive play develops and the noise is the result.

The 81/82 CBX clutch basket has the upgraded springs installed as opposed to rubber, which eradicates the uncontrolled free play between the actual basket and the clutch drive gear.

Without getting off track it is true to say that balancing the carbs will minimize this noise, but excessive play still exists and no matter how much we balance the carbs, it will not cure the inherent problem.

Anyway, this said, I purchased the upgraded 81/82 basket, believing that this was the only component I needed to solve the problem.

At this point, things got both interesting and challenging. After removing the old clutch assembly, I started to rebuild using the new basket, new friction and drive plates and springs (My originals were not worn out, but I decided to do the job while I was in there as the engine had 77,000 kms showing). When I bolted everything back together carefully following procedure to shop manual specifications, the last thing I did was install a new clutch lifter bearing in the lifter plate along with the lifter pin guide. As I turned it by hand to check it's operation, the bearing did not spin freely, it had some perceptible tight spots.

As I understand, this bearing must spin when the clutch is pulled in/disengaged, to prevent the lifter pin from grinding itself to destruction. I also checked the float, or free play of the clutch assembly, longitudinally

Early Model



Late Model





Be Careful, bolts with shoulders fit into special holes

on the transmission shaft – it seemed excessive. Not happy with my findings, I decided to make some phone calls. I called various club members. No one seemed to have the definitive answer and comments varied from replacing the whole 79/80 assembly with an 81/82 assembly.....just replacing the basket.....to when mixing 79/80 components with 81/82 components there were engagement and disengagement problems. This didn't add up as there appeared to be varying rates of success adopting differing combinations of component assembly.

I disassembled the clutch and started to make parts comparisons. I also referred back and forth between 79/80 and 81/82 shop manuals. It was at this point things started to come to light. The 79/80 and 81/82 baskets differ in more ways than obvious.

Firstly, there are some critical dimensional differences. The center of the basket where the clutch outer guide resides is shorter on the 81/82 basket by approximately 1/16". The 81/82 clutch guide is also shorter by the corresponding amount than the 79/80 clutch outer guide. The 81/82 shop manual indicates two thrust washers in the clutch assembly whereas the 79/80 manual indicates only one, which us up against the output shaft case bearing.

After much thought and discussion my conclusions are therefore this. When updating the clutch basket to the 81/82 part number, you must use all components designed for that specific basket; to make it compatible. That is the 81/82 clutch basket, 81/82 clutch outer guide and two thrust washers in their respective locations. This eliminates the excessive float along the output shaft that using the 79/80 clutch outer guide with the 81/82 basket facilitates. Furthermore, on the original disassembly, I also noticed some uneven wear on the inside face of the clutch center hub where it made what amounts to minimal contact with the end of the clutch outer guide. The additional thrust washer in the 81/82 basket is now in this location. This may explain why the clutch lifter bearing and guide did not spin as freely as it should due to some alignment deficiencies. There is just enough clearance between the splined clutch centre hub and the splined transmission shaft to allow this when tightened in place. The 81/82 spec. clutches had the added thrust washer I believe for good reason. Honda obviously thought so too. I believe this upgraded combination is based on issues of long term reliability.



Late model

Earyl model

Problem solved? Not so fast. The 81/82 clutch outer guide is discontinued and unavailable from Honda. Enter John Seltzer who was patient enough to listen to my somewhat speculative ramblings. Not only did he agree to lend me a 81/82 clutch outer guide, but agreed to take my 79/80 guide and re-machine it to 81/82 specs, I believe a difference of around 40 thousandths of an inch. (Actually the difference is 0.050 in. and the material is easy to machine. Ed). In concluding, my clutch is back together and working perfectly, with the aforementioned components.

My intent on submitting this article as much as anything is to provoke thought minimize agony just as other tech articles submitted by other members have aided me in CBX ownership.

Special thanks go to members Warren Rumble who endured countless telephone conversations and who made several journeys across the greater Vancouver outback to prevent me hurling a certain clutch assembly into the Fraser river at those times of frustration and mechanical despair; and to John Seltzer who enabled me to enjoy the remains of summer and fall on my CBX by sending, free of charge the part from his 81/82 donor bike.

These are the very reasons in my mind that we need to value and cherish this club. It becomes very disconcerting to find that parts for our CBX are progressively being deleted from Honda production and stocks, and that dealerships appear powerless to change this trend, only to tempt us with test rides on new bikes which essentially do everything better.

Our increasingly "disposable" minded society seems to be gathering momentum, driven by the technology bullet, leaving things obsolete within a very short time frame. CBX ownership is a valuable place to make a stand.

We all know why we chose the CBX; there are many varied and well documented reasons for ownership covered in past issues of our magazine.

For me, the support I received from fellow members in the midst of my clutch challenge is just one reason to hold onto this truly classic super bike, because after all, to coin a phrase – united we stand, divided we fall and encouragement and enthusiasm is infectious and provides the glue that holds us together in preserving the future existence of the CBX.



Tricks, Tips & Easy Fixes

Team Leader: **Bob Brook** • bobbbrook@nf.sympatico.ca • Submit new articles by 1/15/06.

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1

Question: When I removed the lower crankcase cover and gasket I noticed a small rubber O-ring on the top bolt hole only. Is this right or do I have two missing?

Answer: Only the top screw has an o-ring, the bottom two screws do not. The reason the top one has an o-ring is because the hole is drilled into an oil passage and needs to be sealed.

2

Question: I've always run 130/90's on the rear of my 82 and am considering running 130/80's. Anyone done likewise? My math says my feet will be 1/2 inch closer to the ground.

Answer: I have never done this myself but here are four different replies to your answer from different members.

About right, but you'll notice two things. It will be harder to get it up on the centerstand, and the reduction of lean angle when on the sidestand is noticeable.

Yes you will be closer. They work, but you will have a tough time getting the bike on the center stand. 1/2" doesn't seem like a lot but.....

I did it once, and I'll never do it again. I'd get a lower profile seat rather than change the tires.

3

Question: Something appears to be wrong with my front hydraulic brake. I have pumped about a full can of brake fluid , DOT 3, through it and bled it the normal way but I still can't get any brake. Is this a common problem with the CBX or is it just mine?

Answer: No it is not just yours. The main problem is the junction of the main brake line and the two connecting lines. The air tends to get blocked in here. Try this method first it usually works. Put the bike on the side stand and turn the bars full left. This puts the master cylinder at the highest point and also angles the connector. Pull the brake lever "almost" all the way in and tie it there with a tie wrap. Put a small shim approx 3/8in between the lever and the throttle. Walk away from it for at least 24 hrs. The longer the better. When you come back, take a plastic mallet or a wood block, and gently tap both calipers for a couple minutes each. Then shake the lines. Then remove the tie wrap and lightly and partially stroke the brake lever. You should gain a lot of lever.

4

Question: What is the difference between 'Copper-based Anti-Seize' and 'Nickel-based Anti-Seize' ?

Answer: Both work well.....nickel works over a greater temp range (much higher temps) than copper, hence it's used on exhaust areas and can be used everywhere else. Copper has less areas of use.

5

Question: Are the mirrors on the '82 fairing supposed to be adjustable? I don't see anything in the owner's manual about them, or on this board. I see more of myself in them than anything behind me... and they sure don't seem like they WANT to be moved, so I don't want to break them.

Answer: Yeah, they ratchet (click) fore and aft with a bit of pressure but it is a little disconcerting when you try it for the first time.

6

Question: I have difficulty starting my bike when it is WARM. Feels like it is very tight in the bores. Could it be a starter problem?

Answer: It probably is the starter brushes or bearings but before you do anything else try it with a known good battery. My 80 was hard to start when hot but turned over easily when cold in the morning. A new battery fixed the problem.

7

Question: I was wondering if it is possible to remove the clutch cover(79) without taking the spark advancer apart as it says can be done in the manual. To me it looks like it is attached. All I want to do is polish the cover and would really like to do this without taking the spark advancer apart and probably need to time the bike again.

Answer: Yes it comes right off. Just make sure it lines up when you go to put it back on.

Quick Tip – I bought a box of 50 Silka 31R key blanks years ago when I started cutting keys. They do not have the black head like the Honda blanks but good for spares. They also fit 650-750-900 Honda's of the same era. The 31r has the groove on the left and some take the Silka 39R with the groove on the right. Lot cheaper than the black headed Honda blanks.



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4,135 Miles in Ten Days Is The CBX A Reliable Sport Tourer?

Terry Lawley

Day One Pre-Ride Ride

Late Friday afternoon I found myself at the Pacific between Half Moon Bay and Santa Cruz on Highway 1. I had been out all day riding the two lanes around here but the sun was going down soon and I would be leaving the next morning on my eight state summer tour, so I stopped to take a picture and rode home.

DAY 1 - 581 Miles: Freeway and Other Fun To Just Start My Trip

I rode out early Saturday morning June 18, heading for the first overnight in Wells, NV which turned out to be 581 miles. The odometer on my 1982 CBX read 73,063 and I knew I had to ride over the Donner summit and across the northern NV desert during midday in the middle of June so I wanted to get an early start and highball across. It's wide open freeway nearly all the way from where I live in San Jose, about an hour from the Pacific on the southern edge of the greater San Francisco bay area. I've made this trip across I-80 in NV many times in a car and on a motorcycle. In my opinion, the only good scenery is crossing Donner Summit.

As I cross into NV and drop into the greater Reno area I am prepared to gas it and go until I hit Elko where their annual Motorcycle Jamboree was in full swing. You can travel about as fast as you want out here. Lots of wide open spaces. Elko is one of a very few small towns (gas and food stops really) along the I-80 corridor in NV and only 50 miles from my motel in Wells, just short of the Utah border. I will turn north at Wells for my ride into southern Idaho in the morning. It was mid afternoon when I pulled into Elko so I stopped at a corner Dairy Queen and had a delicious Buster Bar and watched all the bikes cruising town. Very entertaining, for a while. I know some may have a liking for the high open desert but for me, I'll trade a forest for all the desert landscape there is. Finished my ice cream and headed for the motel near dusk, ending a fairly uneventful flight across Nevada.





DAY 2 - 398 Miles: Is This the Best Scenery In the West?

Sunday morning I headed north into Idaho and turned east above Twin Falls heading towards the Craters of the Moon area across southern Idaho. Other than miles and miles of ancient lava flows, there isn't much to see but wide open spaces on my way to my second overnight in West Yellowstone, Montana, just outside the park. The best thing since leaving Wells NV is that, except for a short run in northern Wyoming tomorrow, I will ride nothing but two lanes for the next eight days.

Taking my time, never having ridden this part of Idaho before, I find the ride to be enjoyable as the miles pass under my new Bridgestones and I feel the stress of living in a city of one million, in a county of three million, begin to slowly fade away. I think when I realized that Idaho and Montana combined, as big as they are in land mass, have a million less people than the county I live in, I felt it was my duty, my obligation, to ride up there every chance I can! Pulling into W. Yellowstone was a good feeling as I knew I would be exploring all the park roads the next day. Today's mileage was 398. The X ran like the proverbial Swiss watch!

Yellowstone

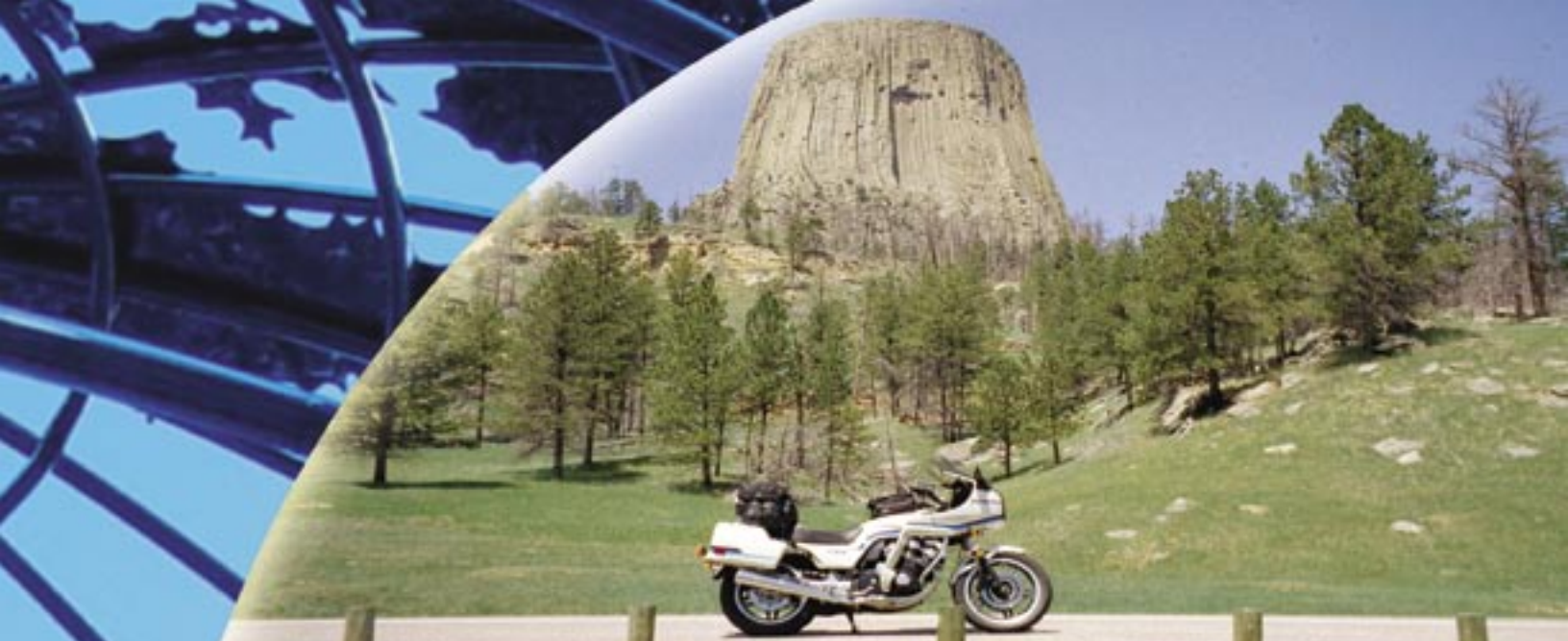
Yellowstone National Park! Heading in via the western entrance I turned north for a leisurely ride to the northern entrance and

then back south and east to the northeast entrance, the one you'd take to ride the now closed Beartooth Highway, 212. What views! What vistas! What views of vistas! An occasional buffalo grazing, a few elk, and all manner of other little critters scurrying about. Surprisingly, very little traffic. I knew I couldn't ride all the park roads today as there was construction on one of them and it was closed to through traffic. I turned around at the NE exit and rode back south to Old Faithful on my Ole Faithful 1982 CBX and some lunch.

Repairs – to Yellowstone Roads That Is. The CBX Is Still Running Perfect

Very hot in the afternoon and eating lunch with a view of the geyser from inside the lodge was a treat. Lots of tourists on two and four wheels. After lunch and a couple of bursts from Old Faithful (every hour on the hour) I gas up and head east out of the park towards Sheridan WY, my next overnight. I ended up having to stop for awhile near the exit due to a recent landslide under repairs.

Took about a half hour of waiting, but the flag lady waved me to the front of all the SUVs waiting in line to follow the pilot car (her husband had a Honda). The ride following the extra slow pilot car was treacherous as there wasn't really a road to follow, only sort of a wet path, barely a lane wide and full of ruts. Nearly four miles later I found smooth pavement again and then zoom, I was out of the park heading for Cody. Turned out I was off by about a hundred miles in my estimate to get to Sheridan for the night. Leaving late from Yellowstone I felt I had to really push it to get there by dark. I loathe riding after dark anymore, mostly because I can't enjoy the scenery. The X isn't equipped very well for night riding anyway but I managed to maintain a brisk speed and rode only an hour into the darkness coming into Sheridan.



Going Down the Highway -or- Hundreds of Miles at Just a Weeee Bit More Than 6,500 RPM

Man-o-man, let me add that on these roads in this nearly deserted land mass known as Wyoming, you can ride about as fast as you want for about as long as you want! No foolin'!

With 18/42 gearing mind you, and a stock speedo (buried for most of the trip) the X maintained 6,500-7,500 revs for literally hundreds of miles throughout Wyoming and Montana. The ride was just incredible! Visibility for miles in all directions. Volume high on my Valentine One. No crossroads, overpasses, driveways or law enforcement! It's all open range (no fences) but surprisingly, very few cattle.

Just wide open, well maintained two lanes crossing the high prairie with a car or truck to pass every 10-15 miles. On a hot day though, as I'll find out in a couple of days, these wide open spaces aren't what they're cracked up to be.

Massive CBX Part Failure

Making it to Sheridan in record time I still ended up riding after dark for an hour and it's a good thing I got that out of my system because somewhere after this day's ride, my low beam filament burned out. My only 'breakdown' on the entire tour. Even though I have a spare, guess what I forgot to pack? Didn't feel like replacing it anyway and I never needed it again. Mileage for today's very fast ride was 460 with well over 200 of them cruising leisurely inside Yellowstone. Tomorrow will be monument visiting time, Devils Tower in NE Wyoming and then the Crazy Horse and Mt. Rushmore monuments in SW S. Dakota, the Black Hills. I'd been in cowboy country for some time but now I was in cowboy and indian country. Rough landscape all around, that's for sure. It took hearty pioneers, crazy people really, to settle in this country. Glad I lived to see it, even in the year 2005.

Devils Tower and Less

Leaving Sheridan WY heading east to Devil's Tower, I figured it would be a warm day and it certainly was. Hot actually, and again, no cover, no shade, for miles and miles! Even at the Tower, I had to seek out some shade trees up high to take a breather because the sun was beating down so hard. Lots of motorcycles at the Tower, some from as far away as Texas and the east coast. Mostly HDs, and Wings. Very few 'sport bikes' this trip. Many HDs and Wings pulling trailers, RVs really, weighing in at a thousand pounds before being loaded and mounted for a ride. Anything that big is an RV to me.

No offense intended to the owners of these mammoths on two wheels, I'm sure they're very nice...RVs. The Tower is a real oddity, rising up from the earth the way it does. Nothing like it anywhere I've ever been. Wish my old crash knee allowed me to walk around a bit more, as I would have liked to have explored the area a bit more, despite the heat.

Crazy Horse and Mount Rushmore.

CBX Still Running Great

After a rest in the hard-to-find shade near the Tower, I headed south to the Crazy Horse monument in S.Dakota just south of Mt. Rushmore. Now that was a real sight to see, unfinished or not. It will be larger than Mt. Rushmore when completed but it's not government funded. Their reception center museum is a real treat. Lots of true pictures of all the indians we grew up watching in westerns on TV.



After a brief and hot rain shower, I headed to Mt. Rushmore for a photo. I'd never seen it in person, just from movies and TV and frankly, I was kind of disappointed. It's smaller than I thought it would be. I was going to pay for a helicopter ride around the monument until I saw that I was able to get closer on the X than the chopper got anyway. Saved some money there. Late in the day I headed for Rapid City for the night. Mileage today was 337, and again, not one worry from my Prolink.

Tomorrow will be a long and hot ride out of the Dakotas and across Wyoming up into Montana to Great Falls for the night. I want to get as close as possible to Glacier N.P. on this day so I can take it easy the next day for my ride through the park on the Going To The Sun Road, (GTTSR). I rode across Glacier for the first time on last year's ride on my silver 79. Spectacular riding country is why I'm returning this year.

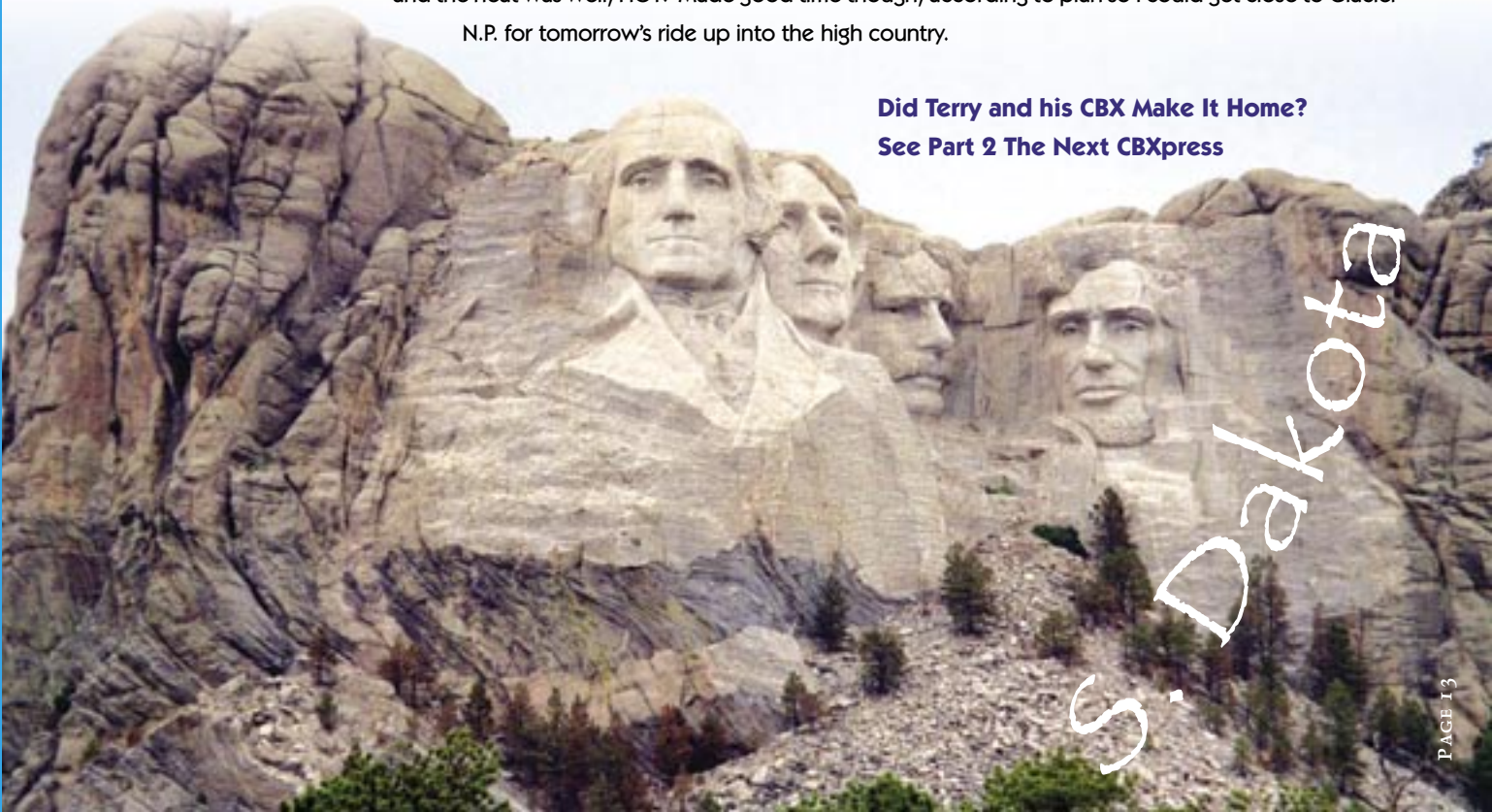
Wyoming and Montana

Wanting to get a head start on the expected heat through this section of Wyoming and Montana, I headed out of Rapid City S. Dakota early. And hot it was! A distance of 592 miles with almost no cover until an hour's ride from Great Falls.

There just isn't much out there that grows high enough to give any shade! Want to take a break? You do it in the sunshine and away from the heat of the mighty six! During that last hour heading into Great Falls, I ran into the only rain storm on the entire trip. Funny, at the end of the hottest riding day of the trip, I ride into a downpour!

Luckily I found enough cover to change out of my mesh riding clothes and into my rainproof gear. Tucked my camera and radar detector away and off I rode into Great Falls for the night. I think I got about as wet from perspiration as I would have without the rain gear. It was still that warm. Kind of a punishing ride today, as there were no trees or rivers or COVER of any kind along the way and the heat was well, HOT! Made good time though, according to plan so I could get close to Glacier N.P. for tomorrow's ride up into the high country.

Did Terry and his CBX Make It Home?
See Part 2 The Next CBXpress





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#266043

Patches - #266001

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.

\$3.95



Coffee Mug - #2660581

White with the ICOA Logo on it.

\$10.00



\$8.00

\$9.00

Waist Packs - #2050 & #2055

Features adjustable waist belt, small front compartment, zippered large front compartment and separate zipper hidden rear compartment.

\$8.00

Wallets - #2660575

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



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.

\$9.95

Black - **#2660415**

Silver - **#2660404**



\$18.00

Wall Clocks

1979 CBX Wall Clock - Red - **#2660570**

1979 CBX Wall Clock - Silver - **#2660571**

1980 CBX Wall Clock - Black - **#2660572**

1981 CBX Wall Clock - Gray - **#2660573**

1982 CBX Wall Clock - White - **#2660183**

Gloves

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

#3103

\$30.00



Gloves

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



#2660205

Gloves

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

\$48.00



#2660194

Pins

79 CBX Pin - Silver - **#2660404**

79-80 CBX Pin - Red - **#2660032**

80 CBX Pin - Black - **#2660334**

81 CBX Pin - Gray - **#2660345**

81 CBX Pin - White - **#2660371**

CBX Pin - **#2660301**

\$2.95



\$15.00

CBX Collectors Pin Set

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!

#2660360

Honda Gold Book

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

#2660463

\$24.95





Modifications Team

New ZRX Swingarm and Shock Setup for CBXs

Jeff Bennetts

Long time member and Regional Director Jeff Bennetts has developed a Kawasaki ZRX1100/1200 swing arm and shock kit for the CBX. Contact him at 330-499-5805 late afternoon or early evenings eastern time or send him an email for more information cbxsix@yahoo.com





OVERVIEW

The CBXZRX swingarm is about the same overall length as stock if you include the adjusters and the adjuster bolts on the stock 79 swingarm. The ZRX shock is the same length as the CBX at 14 inches.

The inside front of the CBXZRX swingarm is 8 inches wide and narrows to 6 inches at the very front of the swingarm. A 170 x 17 on a 5 inch Kosman rim fits perfectly (pictured), the stock ZRX rim is also 5 x 17 and will work but I had this Kosman laying around and wanted to use it.

I would recommend using the ZRX rim, brake caliper, brake torque arm, shocks and chain guard to save yourself some work and expense.

The fabricated items for this build include: pivot bolt sleeve bushings, pivot bolt spacer, caliper hanger bracket (not needed when using a ZRX rim), top shock mount adapters, swingarm bracing and shaping.

The swingarm seen in this article has not been polished or finished but it polished from a mat to a high luster finish, powder coated or H.P.Coated.

DISADVANTAGES

1. Lose the center stand

ADVANTAGES

1. Eccentric axle adjusters
2. Lighter and stronger
4. A wider tire with a bigger selection in 17 x 170 or 180
5. Better rear brake
6. Better shock selection
7. Better looking
8. Uses (3) bearings, two for rotation and one for side thrusts.

I will have 2 of these CBXZRX swingarms available for purchase, contact Jeff Bennetts at cbxsix@yahoo.com or call me at 330-499-5805.

**TRAXXION
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Team Leader: **Dave McMunn** • 814-797-2896 – dmcunn@penn.com • Submit new articles by 1/15/06.

The Perfect 100 Point Restoration of The Legendary CBX: Part 3

Pete Rose

CLEAN-UP AND RE-FINISHING SUPPLIES

The clean-up and refinishing part of a restoration project is when the real work starts. It is tedious dirty work. But there are rewards to all the hard work. Once you have experienced how much fun it is to reassemble the bike with nice clean, polished and refinished parts.... that is what motivates you thru all the hours of cleaning, scraping, sanding, washing, and rubbing.

Basically, All I use are the following supplies:

[Back-to-Black](#) by Mothers is great for all the rubber and molded black plastics stuff. Unlike armor-all, it will actually restore the black finish instead of putting an unnatural shine to it. I love the stuff.

[Semi-Chrome](#) is great stuff. After you have wet sanded all of the polished aluminum engine cases etc. put a little bit on and hand polish it until it has that as factory satin shine. I will feature this method later in this article.

[Solvent and a 20 gallon parts cleaner](#) does wonders for the grungy greasy grimy dirty parts that will give you dirty hands just looking at it! I go to an Industrial supply store to buy it, auto parts stores don't have the good stuff anymore, at least not in California.

[Wet Sand Paper](#) is needed for the polished aluminum items and for the general preparation of items before painting. I regularly use 80, 120, 220, 320, 400, 600, 1000, and 1500 grit paper. Again, I will talk more about the use of this paper on the polish aluminum later.

[Meguiar's Cleaner Wax](#) is great for polishing up allot of misc. items.

I will use this on painted parts that are free of any scratches. Instead of repainting them or powder coating them, I will use this cleaner wax. It will restore the shine without scratching it like rubbing or polishing compound will. It is amazing how an item that looks old and dull turns out looking new after this treatment. I used it on my 79 CBX frame, and it looks like new again.

[Blue Job](#) is amazing stuff for the blued or yellowed chrome pipes. My pipes were totally blue/purple and after 4-5 hours of rubbing with this stuff, they look brand new.

[Turtle Wax Chrome cleaner](#) in my opinion is the best chrome cleaner out there. Most of the chrome on my bike was full of surface rust and this stuff took it off perfectly. If the item has minor pits in it, it pretty much deals with those also, but if the pits are major, then there is no hope, however, this stuff will even make those items look 100% better.

[3M Scotch Brite Pads and Wire Brushes](#) are great for some of the hard surfaces like brake rotors and some nuts and bolts that have a raw finish, engine fins, and brake hose fittings. The Scotch Brites are great for brake rotors. It takes at least an hour of rubbing per side, but they look new when you are done.

I must have 10 different types and sizes of wire brushes. They really come in handy. It's also a good idea to get some nylon and soft brushes as well.

[Jasco Paint Remover](#) is what I use to strip the clear off the polished aluminum engine cases, etc. before they are wet sanded and polished. This will be featured later.



The photos to the right shows various parts after they have been cleaned up, degreased, polished, repainted and/or powder coated. The chain guard was brought back to as new condition with the back to black. The black cover that covers the front sprocket, shown in the lower center of the picture above, was polished with Meguiar's Cleaner Wax. It looks like new. The two silver pieces were also polished with the cleaner wax as well, and look new. The swing arm, kick stand, rear brake stabilizer bar, tail light bracket, front upper motor mounts, battery box, and oil cooler brackets were all powder coated in high gloss black to look like the original finish. Notice that the kick stand and center stand both have new springs and mounting bolts bought from Honda. One can't put that old grungy spring back on a newly finished stand. It is these kinds of fine details that make a difference. Also, the side stand has new rubber on it as well.

In the picture on the next page, notice the inner fender and rear fender and air box assembly were brought back to look like new with Black-to-black.

The tail light was completely disassembled, each and every part washed and polished with chrome polish or cleaner wax. Then it was re-assembled using all new screws from Honda. The tail light lens is new from Honda. New lenses for all the lights on the bike makes a huge difference in the restoration. It's one of those details that some people overlook.

Some of the large engine bolts are finished in a raw aluminum or stainless steel. These can be brought back to looking like new again with wire brushes. I will focus on the new nuts and bolts and screws etc. later.



MMM, nothing like nice cleaned, polished and refinished parts. You just want to stand there and stare at them when you have reached this stage of the restoration.

THE TEARDOWN

This is a before and after photo of front brake rotor after it has been treated with the Scotch Brite Pad. It takes a good hour or more per rotor, but as you can see, it's worth it. These are the rotors off the 1100F, but the result is the same

THE TEARDOWN



Painting: I did not really paint that much really because when ever possible, I chose to have things powder coated. But some things are better painted. The master cylinders for instance would be better painted if they are in good working condition. Powder Coating requires curing in an oven at 450 degrees. So plastic and rubber items obviously can not be powder coated or sent through the oven. In the case of the CBX, the only things that I ended up painting were either silver or black. They were as follows:

Painting: I did not really paint that much really because when ever possible, I chose to have things powder coated. But some things are better painted. The master cylinders for instance would be better painted if they are in good working condition. Powder Coating requires curing in an oven at 450 degrees. So plastic and rubber items obviously can not be powder coated or sent through the oven. In the case of the CBX, the only things that I ended up painting were either silver or black. They were as follows:

SILVER - Valve cover, the Upper and Lower Engine Block Cases, and the Oil Filter Housing. I did not paint the head or cylinders of the engine. These were not painted from the factory, and should only be bead or glass blasted if needed. My bike only needed and good scrubbing with Comet and a wire brush.

Believe it not, after many attempts, and running back and forth to different auto parts stores, paint stores and hardware stores, I finally found the most unlikely match for this color and shade of silver. It is made by Dupli-Color, it is of their Truck Van & SUV series of paint, item # T178 Silver.

BLACK - I used both High Gloss and Semi-Gloss or Semi Flat (same thing) Blacks. In the case of this era of Honda, Black was Black. I used Dupli-Color and or Krylon. It really doesn't matter what brand you use as long as it is a high quality paint. I tend to think that if you a High Heat Paint, that it will stand up to chemicals i.e. Gasoline and Brake Fluid better.

Some guys may think they have to buy it from Color-Rite or some other source that supposedly has the correct match that Honda used, but in my opinion both the Blacks and the Silvers that Honda used on all their early bikes were really simple colors, and with all the choices these days that are off the self, these are easy to match up with a much less costly product.



A pretty cool trick is to heat the paint up under really hot water before you spray your parts. This thins it out so that it spreads more evenly, and helps in the curing.

After I have sprayed the item(s), I will also let it dry for about a half hour or until you can touch the item, then put it in the oven at 350 degrees for about 15 min. or until the item gets hot to the touch. This gives it a baked on finish that helps make the paint harder and more durable. This photo is of my 1100F swing arm.



These are the different blacks that I used. Any good quality brand will work.



Bios Team

Team Leader: **Richard Sheridan** • 203-322-3140 evenings – rsherda@optionline.net • Submit new articles by 1/15/06.

Yvon Lamarch

I'm Yvon Lamarch, Sudbury, Ontario. I was born January 21, 1954 & have been in Financial Security Planning services since May 1981. I'm married to the same woman who has blessed me with two beautiful daughters (lucky me), one of whom is married & the other is at the University in Moncton, New Brunswick. I also have a dog, who enjoys being around my bike while I do maintenance. Sometimes he forgets he's in the way, but then I forget that, too. It's what I call a senior moment.

In my group of riding buddies, my CBX is by far the oldest & of the smallest displacement, motor wise. Most of the bikes in the club range from Harley Davidson, 2003, 100th Anniversary, Screaming Eagle Road Kings (quite a mouthful compared to the CBX) to big displacement Yamahas. The one formula to remember when going up against these machines is, according to a Honda mechanic, Japanese motors were designed to get to red line in every gear, every time. With that in mind, & to everyone's surprise, my CBX has a reputation of being faster than expected for an old bike.

MY CBX INTRODUCTION

My first introduction to a CBX was back in 1981 when the CBX was unknown in my part of the world. My brother, Marc, met up with me on a borrowed '79 CBX & in the spirit of competition, I was ready to kick his butt with my naked Gold Wing. His big motor & Ferrari like sound didn't scare me at all. I said "Come on, little brother, let's go!" And that's exactly what he did. He was gone from me so quickly, all I could say was "Ouch!! Holy smokes, I need one of those!"

MY FIRST CBX GOES TO THE DENTIST & BACK AGAIN

My '82 CBX was bought in early February of '82 & parked immediately in my living room for the winter. I loved that bike & kept it for 11 years. However, I decided to do the father thing, & I sold the bike to a dentist who also was interested in a long-term commitment with a CBX. My financial state was not up to the mechanical challenges of CBX maintenance & that alone justified parting with it. The dentist, however, kept the CBX in good shape, save for the fact he didn't pay much attention to things like the gas tank, carbs, battery, & exhaust system when he stored it for any length of time. The CBX community will understand.

In 1999, I wanted to get back into motorcycling, but finances again made the purchase of a new scooter impossible. The dentist was not that keen on parting with his CBX, but I was determined to buy my baby back. The dentist & I finally came to an agreement & I loaded up my CBX for the journey back home. It needed servicing badly, however, the money spent on bringing it back to life has resulted in a beautiful machine that purrs nicely. The ICOA & list helped immensely with that project.





I FOUND OUT WHAT BROTHERS ARE REALLY FOR

I wanted more chrome for my CBX, so I searched for a good source & ordered only what was needed so as not to overwhelm this mechanically challenged Financial Planner. What really saved me through all this is, the fact that my brother, who had kicked my butt on his CBX back in '81, had found a beater '79. He is persistent, determined, & passionate when it comes to the mechanical aspects of the CBX. My obsessed brother has filled my head with soooooo much information about CBXs it's sickening. Marc has since rebuilt my carbs & clutch, worked on my alternator, installed a big bore kit, & has instilled in me the confidence & competence to adjust my own valves, tighten my cam chains, & synchronize my carbs.

MY CBX FLEET

Honda only made the CBX for 4 years, but I want them all. I eventually got them, but I didn't stop there. At one time, I had 6 & nearly drove my wife crazy tinkering with them. My fleet is now down to three, but I'll always keep my original '82. This is a special bike, mint condition, with a big bore kit, chrome

parts, Corbin seat & a 40 LED style taillight. This was installed in response to those who follow too close & need to be reminded to back off. A friend of mine fabricated a luggage rack that can carry a good load for overnights & I have a winter project planned that will replace the brake lines with braided ones & allow the use of DOT 5 fluid.

THE LONG TRIP & NO BREAKDOWNS

This past summer, the wife & I packed up the bike & headed for a 13 day, 5000 km trip to the East Coast on the Cabot Trail. We shamed the Harley boys by attracting admiring looks from onlookers no matter where we stopped. The bike started & ran flawlessly, everyday of the trip. All together, the bike has given me almost 20,000 km of enjoyment this year.

Anyone coming up in my Ontario area should not hesitate to look me up for a little Northern hospitality.

Thank you for allowing me to share my story.

M A D E I N

Article Prepared by Members: Ian Foster & Rickey White

North



ICOA member Rickey White is a '30-something' family-man, Government Engineer, all-round good bloke, and CBX-fanatic! He lives in Enniskillen, County Fermanagh, in the southwest of N.Ireland with his wife Ruth and 2 kids Ellen (11) and Mark (8). Beside their well kept home is a two-bay workshop where Rickey spends most of his free time repairing cars for neighbours, or working on his dream CBX-Special.

'The Best CBX Mechanic in Ireland'

I first met Rickey in 2001, when a CBX-friend recommended him as "the best CBX mechanic in Ireland." As I wanted my 1980 CBX-A restored to original condition, I went along to meet Rickey during a holiday home. His garage sparkled with the glare of chrome down-pipes on CBXs sitting in a row. Three were his and one, which had been refurbished by Rickey, belonged to a friend. Among them was a strange looking CBX, heavily modified, with amazing detail, and every conceivable upgrade ... this was something worthy of an article in the ICOA's Xpress to enlighten our American Brethren! I have seen the odd MotoMartin CBX in USA, but nothing like this!

Rickey has been a CBX fanatic since his mid-teens. After owning a number of CBXs on which he had mildly improved suspension, etc he decided he was going to create the ultimate CBX-Special. In 1999 he discovered a 'CBX-barn-find' in Donegal (N.W. Ireland). He bought the seized CBX with 1,700 miles recorded. It required a full engine strip down and rebuild. Cam chains, tensioners, and all seized parts were replaced. The engine



was completely rebuilt, painted and polished, tested, and set aside in storage while the bike's super structure was dealt with.

CBX Meets Ducati 916

Regarding the frame, Rickey decided he wanted to stay with the original CBX frame, but wanted a single-sided swinging-arm. The CBX's 1970s technology was thus merged with Ducati 916's 1990s technology! With much modification to the 1979 CBX frame, he meticulously grafted on the 916 rear-end and Showa mono-shock. Up front a Suzuki GSX-R1100's front yokes, brakes, and wheel were used. The upside-down forks were rebuilt and polished to perfection.

The engine was installed into the rolling chassis so that an exhaust system could be measured and fabricated. The bike was transported to the south of Ireland where an exhaust specialist was instructed to make the six down pipes and collectors. The exhaust is made in stainless steel which is cut, welded, ground-flush, and polished to achieve the curvatures (not bent!). This was fitted to the 916 under seat exhaust set-up and tail pipes.

The \$1,200 Custom Aluminum Gas Tank

Bodywork was next on the Agenda. The rear-end had the 916 seat-unit covering the pipes. As the 916 fairing that Rickey had originally bought did not fit, a Yamaha R1 fairing was sourced. The bike was sent to Scotland to have the aluminum tank fabricated by a specialist, to Rickey's specific detailed design. This alone cost some US \$1,200.



For a family-man the bike was starting to eat up a lot of capital! To 'feed' the Project, Rickey sold one of his other lightly modified CBXs for US\$12,000 (a day he still regrets!). But with this new injection of capital the serious Project could continue.

Concentration came back to the engine. The carburetion could be modified to improve the performance of the engine. After some R&D a set of six Kawasaki GPZ600 carbs were sourced from a 'CBX Club of UK' (www.ukcbxclub.com) member. Rickey made the bank of six carbs using a single throttle control, and reports that this took considerable time to get right! The carbs were rebuilt and Dyno-jetted for maximum performance. The new wiring loom was made by a friend, Jason Johnston, who has a forte for bike and car electrics.

In mid-2003 Rickey took the bike to the CBX Euro Rally in Kent, England hosted by the British CBX Club. It was finished in black paint with yellow seat and chrome badges. His confidence in his own workmanship was demonstrated when he set off on the 500 mile ride to the event on a bike that had not been ridden in 17 years, had just been rebuilt, had a new untested carb system installed, and had only time for limited tests and adjustments! He got to the Rally site without incident, and with a humungous smile on his face. The CBX impressed the attendees and the Rally was thoroughly enjoyable.

On the way home however 2 cylinders cut out. A quick diagnosis found that one of the ignition boxes had expired; luckily Rickey was carrying a spare. With limited tools (a penknife and a roll of tape) he fitted the replacement and got home to N.Ireland on a later sailing. This fiasco confirmed the need for a TIMs Dyna ignition and coil system, which was ordered and installed.

Ultimate Streetfighter CBX Versus New Sport Bikes

Having seen some inspiring bikes at the Rally, Rickey's new aim became clear "To create the ultimate Streetfighter CBX in Europe!" Rickey investigated alternative color schemes for his Special. The \$800 black paint scheme was not dramatic enough. A PPG flip-flop paint was used to create a chameleon effect. This \$1,500 paint job looked silver on dull days and rainbow coloured on sunny days ... unfortunately there aren't too many sunny days in Ireland! The final colour scheme we see here was designed by Rickey, with advice from friends, and applied by 'MAXport' in Belfast for \$2,000.





Ireland



This X Goes Like Sh*t Off A Shovel

Rickey advises he has seen 135 to 140mph on her ... complete madness if you see the width and curvature of the roads around Enniskillen! That day he was out with his friends who got a little excited on their modern Hondas (CBR900RRs, Blackbirds, etc). His Biker-mates had a job keeping up with the CBX-Special which handles like a modern bike. As Rickey works at keeping the N.Ireland Police Force's vehicles on the roads, speeding tickets are not his main concern.

To date Rickey estimates he has spent in excess of US \$30,000 on the Project over the past 6 years. This excludes his hours and hours of labour! Looking at the Lists opposite and the details in the photos this is believable.

For Sale!

If you should find that 'pot of gold' at the end of the rainbow, and can wrestle it free from the wee Leprechaun, Rickey may be tempted to sell his pride and joy. I suspect half the enjoyment for him is "the chase" for perfection. He has certainly reached the pinnacle with this CBX!



SPECIFICATIONS

Bodywork:

- Aluminum tank custom made by Specialist in Scotland.
- Side panels custom made by Owner.
- Yamaha R1 Fairing.
- Ducati 916 seat/tail unit.
- Paintwork by 'MAXport', Belfast (redesigned 3 times, for perfection!)
- GSX-R1100L/M control switches and speedo-console.
- 'Art' carbon-fibre "huggers" (\$260)

Rolling Chassis:

- '79 CBX frame.
- 916 subframe for seat.
- '96 Ducati 916 single-sided rear end.
- '96 GSX-R1100 wheels.
- Handlebars ... GSX-R1100 clip-ons

Suspension:

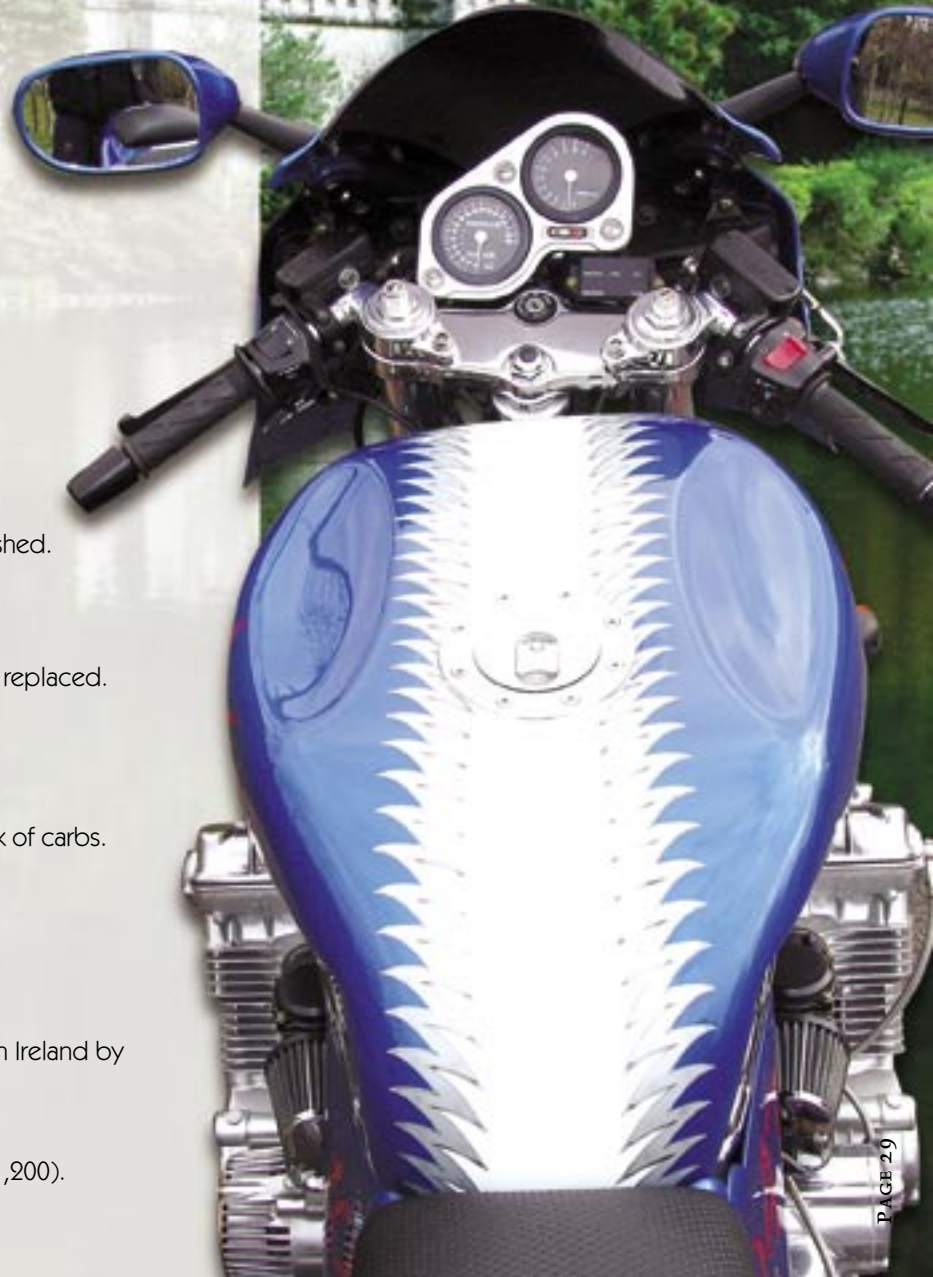
- Front: upside-down GSX-R1100 forks polished.
- Rear: Showa mono-shock.

Engine:

- Complete strip and rebuild, all worn parts replaced.
- Engine remains stock and original.
- Hydraulic clutch (Kawasaki components).
- fabricated braded lines for 'effect'.
- '87 Kawasaki GPZ600 custom made 6-bank of carbs.
- K&N Filters.
- German made after-market Alternator.
- TIMs Dyna Ignition and coils.

Exhaust:

- Cown pipes and collector custom made in Ireland by Brendan McCardle (\$1,000).
- Ducati 916 exhaust rear section.
- Twin 'Renegade' carbon-fibre silencers (\$1,200).





Rallies

New Mexico, Sandia Rally

Vince Ciotti

Friday Breakfast

Festivities started off at Harry's Road House, a famous eatery near Santa Fe, with six ICOA members and 3 Vintage Japanese Motorcycle Club (VJMC) members in attendance.

Breakfast at Harry's RoadHouse IOCA & VJMC Meet / September 16th, 2005 Sante Fe, New Mexico.



Left to right - Vince Ciotti (79 CBX), Flori Gruenwald (79 Custom CBX), Dave Craver (81 Suzuki GS 1000), Wes Anderson (79 CBX), Steven Steenrod (82 CBX), Larry Kwei (Honda 400), Jerry Gustin (82 CBX), Ed Colton (82 CBX), Not showing Dave Liggon (82 CBX). Hey somebody's got to take the pics.



Santa Fe Vista

Six ICOA members road the twisty trail up the Sangre De Cristo mountains to this scenic overlook at 12,500 feet, blue-ing some pipes in the thin air! From left to right: Ed Colton from Colorado - '82 CBX, Vince Ciotti from New Mexico - '79 CBX, Wes Anderson from Texas - '79 CBX, Flori Gruenwald from Colorado - '79 CBX, Steve Steenrod from New Mexico - '82 CBX, Jerry Gustin from Colorado - '82CBX.



28 gleaming exhaust pipes from 7 CBXes graced the parking lot of Harry's Road House in Santa Fe on Friday, September 16, as seven ICOA and two VJMC members met for the first annual "Sandia Rally" for old Jap bikes in the beautiful foothills of the New Mexico Rockies. Timed to coincide with AHRMA's historic motorcycle races at the Southwest Motorsports track in nearby

Albuquerque, the weekend was a feast of CBX sights and sounds, topped off by cheering for Dr. Tom Marquart's stunning 1979 CBX racer thundering around the SWMS track to a 3rd place finish at this tight, technical track.



ICOA Southwest Regional Director, Wes Anderson (who owns a half-dozen CBXes!) organized the rally, assisted by Vince Ciotti a new member in New Mexico. Dave Liggins, Regional Director for VJMC also attended, with his immaculate 1982 CBX and brought along several local VJMC members with rare "rice-burning" iron. After a day of riding through rolling hills and twisties, the rally was capped off by a feast at an Albuquerque restaurant organized by Steve Steenrod, who owns four,

count 'em, four gleaming CBX, including a superb 1979 that won "Best of Class" at a bike show organized by AHRMA at the races on Saturday.

A picture's worth a thousand words, so feast your eyes on these gleaming machines, smiling faces and stunning vistas:



Linda's Rally Travels...

Getting There and Back Can Be More Than Half the Fun: Part 2

Linda Theisen

I Return You to Ukiah, Oregon, Noels Broken CBX and The Appearance of Biker Bob from Motorcycle Heaven

Remembering his past problems with Noels pulse generator shaft, the team started to look in that direction. The mufflers come off to remove the clutch cover. All of the screws were intact, and the shaft seems OK.

Somewhere along the way, "Shred" appears. The motorcycle Gods smile on Noel again. This unassuming bearded guy becomes the final player. Shred aka "Biker Bob" to the town turns out to have a "motorcycle repair shop" behind the tavern. His nickname comes from his friends watching him "shred" the road. He offers us anything we can use. Unreal. Out in the middle of no where Noel coasts up in front of a Tavern AND a bike shop! As an added note, no cell phones were able to draw a signal. Had this happened 25 miles back.....?

The guys thank him for his generosity, and continue to diagnose the problem. Someone suggest that the pulse generator shaft might not be spinning perfectly. There is an indentation at the end of the shaft. That provided a place to put something pointed into it. As the engine was turned over, there was no question that the pulse generator shaft was bent. There it was. A bent shaft with no hope of properly timing the bike again. I depart from the group to find a pay phone to locate U-haul trailers or contact Eric Schriener and his trailer with my phone card.

On a historical note, I too have had a pulse generator shaft fail. On a long distance trip in New Mexico (I'm from Minnesota). My shaft galled, seized and the pin broke off. The pin managed to find it is between the clutch and clutch cover, locking the motor solid. The bike went home in a U-Haul. I've only heard of one other European\CBX owner having the same problem. So, when I saw the bend in the shaft, I knew it was history, and our hopes of making the coast were starting to look dim.





The Magic Begins

When I returned from the phone calls, the magic had already begun to happen. They have determined that the shaft has some galling on it, and the locating pin has broken off. The guys pull off the clutch basket to search for the missing pin. I find John Doak in the "motorcycle repair shop" attempting to straighten the shaft with a vice. John's gentle, articulate engineering nature is perfect for the repair. The "repair shop" is a dream of owner Shred and his wife. It is comprised of 2x4 walls, a few basic tools, and some old parts laying about. But Shred has the key tools. John uses the vice, a drill, and a small hardened file to recreate the locating pin of the shaft. Smiles abound from the group. It's a true MIRACLE! Without John, his idea, Shred's vice, drill and files; Noel's CBX was trailer bound. The reassembly begins.

By now, Rod has spent an incredible amount of time on his knees. He was grateful to Shred for his carpet swatch for kneeling on. His back is already hurting. Tools are strewn about. They had appeared from many bikes and Shred's shop. Volt meters, socket sets etc. The final key was some fine emery cloth to smooth the galling on the shaft, and the clutch cover. The Montana plumber David Gaines (Montana) appears with the last key tool from his trade. "Never travel without that stuff" he says!

Because the pin broke off into the motor, the group decides it is best to drain the oil by removing the oil pan after I have shared my story. More parts, more tools. Shred offers his oil drain pan, funnel and fresh oil and magnetic pick up to search for the metal pin. They find fragments of the pin in the oil. The shade in front of the tavern has long past. It's gotten hot, and the group is getting restless.

The pulse generator shaft is reinstalled, and visions of riding to the coast become clearer.

The Crowds Spirits Are On The Upswing Until Noel's CBX Fires 8 Inch Flames Out The Exposed Exhaust Ports

The bike still won't start. Because the exhaust system had been removed from the bike for the clutch cover removal, we were able to see flames shooting out 8 inches from the exhaust ports. Even I knew that wasn't supposed to happen! Andy Green, steps in.



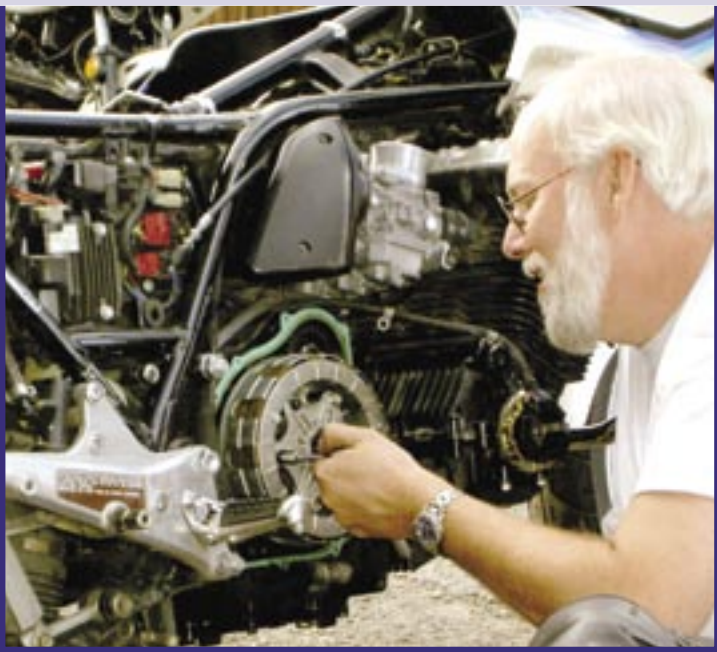
John Doak helping with repairs.



Kneeling L to R – Andy Green, Noel Mechelin. Back L to R – Dave Foster, John Doak, Oliver Boyer and Darrell Peck.



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



Andy has for many years restored and repaired Jaguars and Rolls Royce's for a living. His knowledge of engine timing became a vital part of this repair. The bike was obviously firing at the wrong time. Had the primary chain jumped a sprocket when Noel felt the rear tire lock? That was the only conclusion that they could come up with at the time. Putting their heads together, Andy helped them sort out the firing order. They tried changing the pick up plate, but were never able to make the bike run in time. A simple solution came when they switched the spark plug wires around, creating a new firing pattern. Way to go guys!

The Bike Is Running RightDo You Believe In MiraclesYESSSSSSSSSSSSSSSSSS

Most women would have been irritated that it was taking so long to fix the bike. I was astounded that they were able to make the bike run! I was convinced early on it was trailer bound. It was incredible. A miracle! What a great group of minds!

The sun was about to set. There were still parts and tools everywhere. Noel's jubilation gave way to a mad man with a wrench. Rod's back and knees had reached the point where it was best he leave the rest to Noel and his team for reassembly. The last time I saw wrenches fly that fast is when the guys decided my motor should come apart at my tech session!

There once again was hope for reaching the coast in northern California.

A donation hat was passed for Shred. His tools were cleaned and returned with the donation and a million thanks.

Stay Over at the "Antlers Hotel and Bar in Ukiah, Oregon"Why Not!!!

Our original destination of Bend, OR was way beyond reach. The locals recommended not to travel at dusk for fear of deer strikes. Pat wandered off to find lodging in this tiny town. He came back with the bad news that the local "Antlers" hotel was something out of an old movie. Despite his warnings, we all agreed to stay in town and drink at the tavern we had used as our back rest all day. The floors in the motel squeaked. The wallpaper was old and water stained. We all shared the bathrooms down the hall along with the local deer hunters.

We dined at the local mom and pop restaurant. Grateful they stayed open late in the evening to feed us. Dirty and delighted, we headed back to the tavern. Shred was there, sitting atop one of the bar stools, and his wife was pouring drinks behind the bar. We ordered our first round. When we tried to pay, the waitress said our round had been paid for by none other than Shred! Part of our donations returned. What a true gentleman.

It' An All New CBX Day

Frost covered our bikes the next morning. Noel had wanted to leave at 5am, heading out solo towards home. The frost kept him delayed by an hour. Rod would be following the same route, also cutting short his trip and heading home to prepare for the arrival of the Drunks and Bums at their house on Thursday night. He would find Noel if he ran into any more problems. I was glad Noel hadn't left before I did in the morning.

One of my most memorable sights of my life will be of me standing in the middle of the road in this one horse town, watching a CBX leave solo slowly down the road.....awesome. Better than any sunset. Better than any mountain vista.

We never made the coast in Northern California. This story will be with me for a lifetime. I can go back to the coast again anytime!

So why was the timing off??? What we didn't know at the time was that the pulse generator shaft had also twisted. You couldn't tell it to look at it, but when he pulled it out at Rods house on Thursday, it was evident. The primary chain hadn't slipped after all. With great fortune, the shaft had twisted at the perfect degrees that allowed them to swap the plug wires.

Noel, you are ONE LUCKY DOG!

Just a few of Linda's ICOA Rally Pictures



Rear – Herb Marcus, Oliver Boyer, Darrell Peck
Front – Pat Holst, Jeff Ellsmore, Noel Mechelin



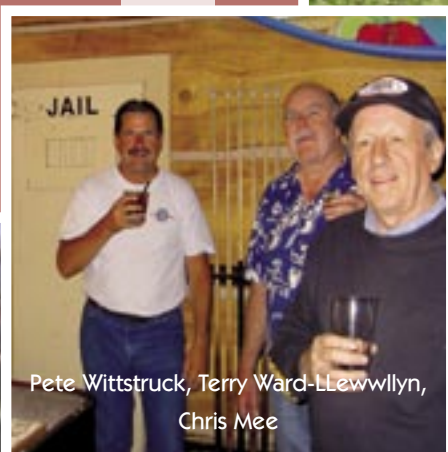
Theresa & Jeff Horta



Andy Green



Pat Holst



Pete Wittstruck, Terry Ward-Llewellyn,
Chris Mee



Gary Allen



John Mortenson, Chuck Olson,
Linda Theisen, Steve Staats, Pat Holst



ICOAs 2005 C2C Rally

Bill Hctor

If you're expecting a full description of the Great Coast to Coast Rally, forget it.

There are as many descriptions of this rally as there were miles of road between Ocean City, Maryland and Brookdale, California. There were a lot of great people involved with the rally, and they all have descriptions. I'll share a little of my hindsight. (If you were part of it and don't see your name, don't feel bad. About 75 other people won't see their name either. There were a lot of people involved.)

It started as a dream and became a reality

Picture in your mind a farmer in the American mid-west, plowing or harvesting his fields. Near his fields runs a road. The sign on the road says: US 50. Plowing can be a boring, mindless job, so as he plows, sometimes his mind wanders. He dreams of better weather. He

dreams of his family. And he dreams about that road. Where does US 50 go? Where does it begin? Where does it end? In the off season he picks up a map and looks for the answers.

The map shows him the route of the road, from one coast to the other. But, the map doesn't tell him how the heat of the Nevada desert feels. The map doesn't tell him how pouring rain in Ohio or a Kansas feed lot smells. The map doesn't tell him how the sweep of a Colorado curve feels from a motorcycle seat. The map doesn't tell him how a Maryland crab or Virginia ham tastes. The map doesn't tell him about the cold, morning fog of the Pacific coast.



That farmer is Rick Pope

Rick decided to find out about the feelings and the smells and the tastes. Now, along with the weather and better crops, he started dreaming about a motorcycle ride. He dreamt about a motorcycle ride from one end of US 50 to the other end. The ride would start at the Atlantic and end at the Pacific. It would cross mountains. It would go right through some of America's cities. It would go through the lush farming heartland and the desolate Great Basin. As he dreamed, a plan started to come together.

This year the dream became reality.

This year he made it happen. This was the year of the Great Coast to Coast Rally. There was a core group that did the "full pull". But, they weren't the ones who made it Great. The ones who made it Great were all the others. The ones who met the rally along the way. The ones who accompanied the rally for a while. They were the ones that made the food or catered the restaurant or met us for ice cream or sat with us in a motel parking lot and shared a drink. Without them, it would have just been another ride.

The rally began in Maryland. We started at the eastern end of Route 50 at Ocean City, Maryland and dipped our toes in the Atlantic. A water bottle was ceremoniously filled with water from the Atlantic. This is the land of bays, harbors, rivers and creeks. There are boats available on the side of the road from bare hulls to finished cruisers. Lots of fruit stands with local tomatoes, corn and cantaloupes piled high. It wasn't bad. It would've been better if it was 10 degrees cooler. Then came the debacle in DC.

Through Washington DC: Yea/Nay

Dave McMunn is one of the nicest guys in the world. He has meticulous motorcycles. He can rebuild one of those 6 cylinder motors in his sleep. At the motel in Winchester, VA, he rebuilt an alternator on the bed of a Ford pickup with basic tools. Then he screwed up. He agreed to lead the tour through downtown Washington, DC on a hot July day. At the morning meeting, it was argued that we should bypass Washington. It is hot, we are riding old, air cooled motorcycles. It is too easy to get lost. But, the group decided to do it. They said, US 50 goes through DC, we go through DC.

CBXs on Embassy Row!

Last year, I helped Rick pre-ride this part of the rally, and I became lost in DC. Well, it happened again. Route 50 forks left on New York Ave., but the road itself, makes an easy right onto Massachusetts Ave. Before you could blink, we were headed down Embassy Row. There are no signs to help the lost. The GPS doesn't react until after you've made the mistake. The traffic signals broke the group from the leader. A few traffic roundabouts didn't help. So, we circled the wagons in 3 different parts of the city. The cell phones came out and we agreed to meet again on Route 50 somewhere in Virginia. We found our way out of town and vowed never to do that again.

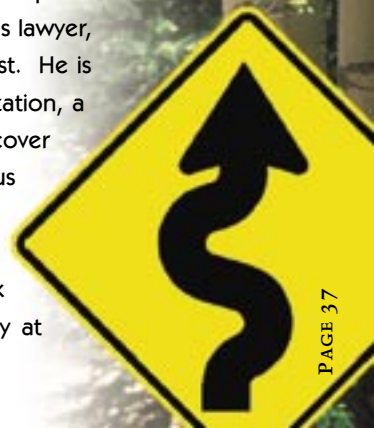


From there it was all uphill and across Virginia.

The houses are large and made out of stone. There are old stone walls along the road. A lot of plank fences. We ended in Winchester. Originally, the plan was to go to Harper's Ferry after checking in to the motel. That side trip was thrown out. Somebody went for cold beverages and we gathered at the pool to cool off after the day's adventure. Sitting around the motel pool in Parkersburg, WV, drinking a cold one, thinking life can't get better than this, when somebody says: "Let's call out for pizza." See, just when you think life can't get any better....

U.S. 50 in West Virginia: Dirty, Dark, Dank, and Dangerous ?

Then we did something completely different. We rode the curvy roads of West Virginia on Route 50. Not much traffic. No straight lines. No red lights. At this point I have to quote Bob Higdon. Bob is a sometimes lawyer, sometimes motorcycle rider, sometimes journalist. He is somehow associated with the Iron Butt organization, a loosely knit bunch of motorcyclists that can cover more distance before mid-day, than most of us can travel in a week. Here's the quote: "U.S. 50 in West Virginia may be on a lot of Top Ten listsbut it will never be on mine. I think it's dirty, dark, dank, and dangerous, especially at





0300 the other night when I was on it. The curves are abrupt and unannounced. Local traffic moves glacially, as if it know something you don't. Every large animal in the state, including Mold or, destroyer of worlds, goes there to spawn and try to jump into oncoming headlights. If you weren't hinky when you headed west out of Winchester, you will be when you hit Romney."

We did it in the daylight, so it wasn't bad at all. In spite of Bob Higdon's admonitions, we were not terrified by the road. No creatures jumped out of the woods. The hairpins were gravel free. The traffic was non existent. *(One of the most exciting things on this part of the trip was pulling into the Parkersburg evening stop and finding 15-20 members joining us there as part of their first day on the C2C - editor)*

The lightning was splitting the sky

After the hairpins of West Virginia, the group made it's way across Ohio. The roads weren't great, but they weren't bad. The same couldn't be said for the weather. It varied from nice, sunny and hot to torrential downpours. At one point, we saw it coming. The sky was dark. The lightning was splitting the sky. Just as the big drops came, we came to a car wash. Into a bay we went and did the "rainsuit dance". Every serious motorcycle rider has done it. First you hop on one foot while your pull the rain pants on other leg, then you hop on the other foot while you do the first leg. Then you stretch one arm way out for the first part of the jacket..... We hadn't gone 5 miles before the sun was shining. Oh well. The map led us down the road, through Cincinnati, and into Indiana.



Rain, Smoked Chickens and the Best Corn on the Cob Ever

We hit the motel and there, in a grassy area across from the parking lot, Rick's brother Phil was smoking chickens. Slowly the rest filtered in and others from the area came. Just as the corn was cooking and the chickens were ready, the skys opened again. We ran for cover and waited. While under a canopy, I mentioned to Ian Billingham that he must be used to this. He is from England, spending his vacation riding with us. He said they had rain in England, not this torrential downpour stuff. He never saw rain like this until he came to the US.



The rain cleared. The sun shone. We drank beer. We ate smoked chicken. We ate very sweet corn on the cob. We ate fresh tomatoes. Isn't mid-America great. Ian wasn't enthusiastic about the beer, but he loved the food.

Down the road we went. One of the stops was to see the longest covered bridge in the country. It's near Brownstown, Indiana, and not on any maps that we know of. We all met at an ice cream place in Sumner, IL. This was pre-arranged. There we met two couples from the area CMA (Christian Motorcyclists Assoc.). We sat around, ate ice cream, and swapped stories. The group were supposed to tour Olnay, Illinois and see the white squirrels. We explained it was hot. The squirrels were probably napping. So they led us down the road to a gas station and we went on our way.

Onward to St. Louis and Beyond

Somehow we made it through St. Louis in the middle of the day as the thermometer reached for new records. Heat. Did I mention there was heat. In some places it was record heat. I've been trying to think of what it was like. Turn on your imagination. Imagine you're at a trade show and they have the world's largest hair dryer. Imagine it blows air at 60 miles an hour at 105 degrees. Now stand in front of it. How does it feel? Think about it. Hot? Well, that's what it was like. How do you deal with it? Dress correctly, which means cover all your body to protect it from the heat. Drink lots of water. And think positive. Being from Buffalo, that isn't hard. Remember the blizzard of '77? How about the blizzard of '81? Just think about these events, while your body deals with the heat. At least your mind is on a completely different subject.

This is Kansas, Totoand Great Eats Arranged by Chuck Yunker

These roads are pretty straight. There are straight stretches where you can see for miles of road. You can tell you're in Kansas when the bikers pull into rest stops just to add a curve to their ride. One of the highlights of the prairie was a dinner held in the group's honor in at the American Legion in Emporia, Kansas, by Chuck Yunker of Topeka. Chuck had read about the rally in the CBXPress, and although he wanted to, he didn't have the time to ride. So he did what he could. He arranged for the local American Legion to cater a dinner in our honor. The local media interviewed Rick. It was brief, because Rick hadn't eaten yet.



Dodge City



Next stop, Dodge City. There was a nice rebuilt "Old Dodge City" to tour and nice steaks to eat. One of the guys asked how could they rent a room like that for only \$39 dollars. One of the others suggested he take a deep breath. One of the advantages of not having a sense of smell, is you can't smell feed lots. But, with feed lots comes flies. One of the guys figured out how to get them out of the room. He turned on the light in the bath and left the other lights off. Pretty soon all the flies were in the bath. Then he shut the door. I don't know what he did in the morning.

Member Dave's Friend Owns the Box Cars Feeds Us

Pueblo, Colorado lies at the base of the Rocky Mountains. Every picture of Pueblo is from the East, looking west. The mountains make a great backdrop. While in Pueblo, we went to a house 20 miles south, to an outside cookout put on by a local CBXer, Dave Amburgey. Words can not describe where we were. Pictures have a hard time representing it. We climbed up a dirt road to a house, that had once been a train depot 30 miles away, perched on a hill at the base of the mountains. Behind it, a barn/workshop made from two boxcars. Although the Interstate and a few houses are to the West, the area is surrounded on three sides by Colorado hills. Not a house, not a road, just rolling grassy hills. The isolation of this area was amplified when one of the guys spotted an animal halfway down the hill. Out came the binoculars and cameras. It wasn't a rabbit or even a coyote. It was a mountain lion. It was just loping along looking for supper. Maybe it caught a whiff of our hamburgers and sausages.

The Wonder of the Mountains

Next came the mountains. From here on, the scenery just piled up. Outside Canon City, there's a road called Skyline Drive. It only 3 miles long. It's one way and the sign says 15 mph speed limit. Sometimes you don't want to go even that fast. It runs from Route 50 and up to the top of a hill, where it follows a ridge line for a couple miles. Now the hard part. It's only 8 feet wide at it's widest. It has absolutely no straight lines. There are no guard rails of any sort. (I don't think there are as many guard rails in the whole state of Colorado as there are in my home town). As it follows the ridge, it is a sheer drop off on both sides. I believe it was laid out from an old goat trail. Of course, we all rode it.

Next was Royal Gorge. It's some touristy stuff and a one lane suspension bridge across a really deep gorge. Like thousands of feet deep. I'm used to looking into the Niagara Gorge. This seems like it's at least a hundred times deeper. There didn't appear to be any weight limit. We were walking half way across the bridge when a 20 ton dump truck came across. That bridge bounced up and down for what seemed like feet, but was probably only inches. When you're a thousand feet above a gorge and the bridge starts jumping because of a big truck, your heart starts for your alimentary tract. That bridge was still bobbing up and down for what seemed like minutes after the truck left.

Wonder What A CBX Would Look Like After Falling Into A 2000 foot Gorge

One of the long layovers was in Montrose, Colorado. There are some neat rides around that town. Some of the guys went to Durango and Silverton. Some of them headed out to a hot springs and spa. One of the more spectacular

side trips was to The Black Canyon of Gunnison National Park. This gorge is deep! It's like 2,000 feet from top to bottom. It's a river that cut its way through a mountain. There's a park road that winds its way down the side of the gorge. It has one hairpin turn after another. After a grin filled descent, you get to grin all the way back up again.

Picture in your mind a 60 year old motorcycle rider on a 23 year old motorcycle. The road is narrow with switchbacks. The road is on the edge. It is on the very edge of some very deep canyon cliffs. You have me trying to ride through the Colorado Monument National Park. It is spectacular, but had me riding cautiously. I wasn't alone.

If you have never been to Colorado or Utah, you don't have a clue. Pictures don't do it justice. You have to see it. One roadside viewing turnout contains more scenery than about 2 or 3 eastern states, all together. Some of the riders even took a small hike to see dinosaur bones being unearthed at an archaeological site. Hey, the temperature was down to 100 or so, why not hike?

Nevada Ain't Just Las Vegas

Although sometimes, it seemed to take forever, we crossed Nevada on US 50 in just a couple of days. Just as Buffalo is not what most people think of when New York is





mentioned; this is not what most people think of when you say Nevada. Most people think of Las Vegas. This is not Las Vegas. No bright lights, no big casinos, no hotels, nothing. The signs say: "Next services 110 miles" and they mean it.

This route is neat roads crossing a mountain range followed by the most boring straightest roads you can imagine. One of the straight stretches was measured at 27 miles. You can see a straight road forever until it turns into mirage. Imagine driving for 27 miles without a hill, a curve, a house, a tree, anything. One of the really pretty little towns is Austin, Nevada. I stopped for coffee there. Luckily I was a week or so late. The Mormon cricket infestation was over, but there were still a lot on the road. Two weeks before, the fire company had to hose the crickets off the road so the trucks could climb the hill out of town. There are years they use snow plows to clear the roads. These are ugly creatures that look like a normal cricket on steroids. They are a greasy black, about 2 to 3 inches long and really ugly. I stopped to take a picture of them a few miles down the road. There was a mini roadkill. Maybe a mouse or a vole or something. These ugly little things were gathered around it like hogs at the trough.

50 miles from Austin, there is a tree. It is the only tree in this 50 miles of road. But, it's worth stopping for. It's a shoe tree. People must come from miles to dispose of their shoes in this tree. It has thousands of shoes in its branches.

Carson City West Coast CBXer Hookup and Turbo Bob

We were met in Carson City, Nevada by a bunch of the west coast CBXers. There were a bunch from California. I can't even start to list them all. Tony MacNeil rode down from Alberta or some other Canadian province. He rode 19 hours straight, then he slept for 19 hours. Then he rode 19 hours back. Linda was there from Minnesota (is that west coast?). Turbo Bob came down from Oregon with his family. I can't even begin to tell Turbo Bob stories without taking pages. (His bike runs and runs and runs...)





Sidetrips from Carson City were Lake Tahoe and Virginia City. Part of the Carson City stop was a gathering of the clan at a local steak house put on by the California group. We filled the room to overflowing and overwhelmed the wait staff. The wine flowed, the food came and went, and the party moved back to the motel parking lot. Everything after that is pure rumor.

Onward to California.....and Sadly The C2C Is Almost Over, But Not Quite

From Carson City to Brookdale, California. Originally, we were going to follow Route 50 from one end to the other. Well, something changed when we neared California. Rick got his mind changed. He was told Route 50 from Lake Tahoe to Sacramento would be a commuter mess in the morning, maybe his mind was still reeling from the DC debacle. So we sneaked into California on Route 88. This was a really nice road that wound its way through the Sierra Nevada mountains. Small lakes and rocky peaks made the scenery spectacular. Soon, after the peace and tranquillity of the mountains, we hit the real California. Traffic, traffic, traffic. Our group became splintered and each little team found their way to our hotel.

What a neat destination. We are at the Brookdale Lodge in Brookdale, California. It is an old lodge with a motel room wing. The entire area is heavily wooded with redwoods. The dining room straddles a rocky stream. Very picturesque. It has an indoor pool and a bar and shops under the motel rooms.

CBXs at Alices Restaurant

The motel is right on California Highway 9. It had nice curves anyway you went. We went north to Skyline Drive (another one). Another nice road. At the corner of Skyline Drive and La Honda is a piece of motorcycle lore -- Alice's Restaurant. The restaurant in the California hills where motorcycles gather by the hundreds on weekends. This was a weekday, so it was quiet. None of the famed ambiance. No big groups of bikes. No Jay Leno. No police. No ambulance.

We rode down La Honda, another great curvy road, to the ocean, where we found a state park with a nice beach and went and dipped out toes in the Pacific. A bottle had been filled with Atlantic water at Ocean City, so Rick ceremoniously poured it into the Pacific.



Memories For A Lifetime

We'd traveled across the country. What was there to show for it? A bumper sticker that says, "I traveled Nevada's loneliest highway. US Highway 50." A tee shirt from Lake Tahoe with a bunch of bare assed bears. Immense lumps in my MasterCard and American Express statements. An extra 5 pounds on my middle. A bag of "personal size" bath soaps. (Why can't this size soap be bought at the store?) And new cancellations on my National Parks Passport. And memories.

Good memories. Riding the motorcycle friendly roads of West Virginia, Colorado, Utah, Nevada and California all on the same trip. The rest of the states have nice roads, but not like these 5 states. At least not on Route 50. Memories of the roads that made it Great. Memories of the people that made it Great.

PREVIEW Upcoming Issues . . .



CBXMAN Vendor Highlight



CBX Amazing!!!



2008 CBX Retro Spy Photo



Pete Rose's 100 Point Restoration: Part 3



FJ1300 vs Late Model



Swen's CBX Cruiser



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Regional Director	Wes Anderson	Texas USA	(806) 435-5217	wla17@ptsi.net
Technical Director	Tom Neimeyer	Texas USA	(713) 455-5797	tjn56@swbell.net
OK Director	Robert Neria	Oklahoma USA	(405) 282-2472	
TX Director	Jim Burris	Texas USA	(281) 342-3212	Jburris@girardind.com
TX Director	David Beverly	Texas USA	(281) 339-3559 9am-9pm	dbeverly@gghq.net

North West Region (AK, CA-N, ID, MT, OR, WA, WY : ALB, BC)

Regional Director	OPEN			
ALB Director	W.Rathgeber	Alberta CANADA	(403) 278-8089	BILL.RATHGEBER@NUSCO.COM
BC Director	Tony MacNeill	British Columbia CANADA	(205) 547-8900	TMACHNEILL@CNX.NET

South West Region (AZ, CA-S, HI, NV, UT : MEX)

Regional Director	OPEN			
CA Southern Director	Darrell Peck	California USA	(805) 987-1897	cbpeck@zzzz4.net
HI Director	Roger Steiner	Hawaii USA	(715) 866-8928	STEINER@SIRENTEL.NET

Overseas Region (All Areas Not Represented In Other Regions)

Regional Director	Mel Watkins	Wales UK	(01 745) 827026	CBX6MELUK@AOL.COM
Asst. Regional Director	Nick Hare	Kent UK	00 44 1 732 870771	CBX6NICK@ONETEL.NET.UK

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