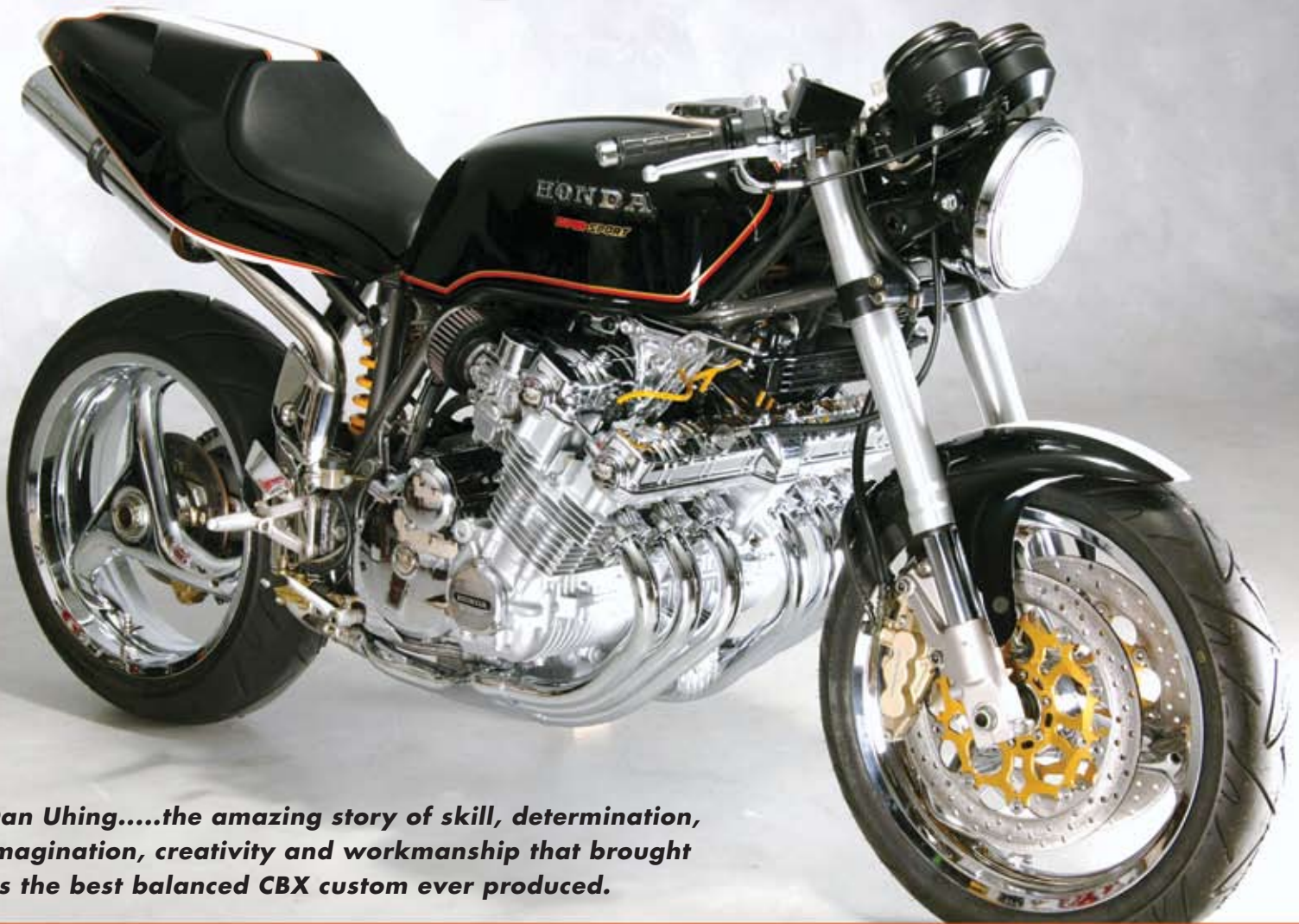


CBX press

Summer & Fall 2007 Combined Issues
Volume 27 • Number 2 & 3

Dedicated To The Preservation Of The CBX Motorcycle

THIS IS THE RETRO THAT HONDA SHOULD BUILD!!!



Dan Uhing.....the amazing story of skill, determination, imagination, creativity and workmanship that brought us the best balanced CBX custom ever produced.

ALSO INSIDE THIS ISSUE



Gordon Gooch:
International CBXer Xtraordinaire



James Fox:
A Sons Love Of His Father & CBXs



Honda Engineers:
Reveal the inside story of the CBX

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Cover Photo: Dan Uhing's CBX custom

The CBXpress publishes members' original evaluations of aforementioned equipment or supplies, as is consistent with our role of providing a forum for ICOA members. The activities in no way shall constitute an endorsement of the products mentioned in CBXpress by the ICOA, Inc., its officers, or the publication staff of the CBXpress. Reproduction or quotation of product evaluations is specifically prohibited without the express written permission of ICOA.

I am pleased to announce Larry Zimmerman as our Web Site Archive Manager and Terry Lawley as the clubs Travel Director. We are also happy to have Roger Steiner as our new Web Membership Director. Additionally, I want to announce that Mike Simon and Larry Benjamin will be heading up our new ICOA "Big Brother" web program.

I want to extend a very special thanks to Cissy Schreiner (ICOA Controller) and Bill Hertling (ICOA Club Membership Director) for their dedicated efforts and time. You have our respect and appreciation for all the time you donate to ICOA and the wonderful jobs you do.....day after day, year after year. "Members of the Year" for 2007.....you bet!

Please note that the Marlinton, WV National will be in June and reserve your rooms early since prior rallies there have had all 75 rooms booked months before the rally. Additionally, things are looking good for a Summit Point, WV Rally on October 9-11 that will include a track day option!!!! Want to attend a CBX Rally in the upcoming months....how about the February Winter Rally hosted by Jeff Davis in Columbus, Ohio and ofcourse Daytona in March hosted by Dan Carr.

This a combined Summer and Fall Issue and will count as two issues on your membership. The Spring issue will be shipped in April.

Mike Barone

Membership	Rallies	Advertising	Travel
------------	---------	-------------	--------

Bill Hertling
icoamembership@hargray.com
All membership questions or items such as email or regular mail changes.

Dan Carr
danielc194@aol.com
Want to host an ICOA Rally or have a question on our Rallies?

Larry Zimmer
cbxlarry@sbcglobal.net
Want to place an ad or know a company that might like to advertise in our magazine?

Terry Lawley
catlacdville@sbcglobal.net
CBXer travel and trips articles we all can enjoy reading.

**Exciting Items on the ICOA Web Site – <http://www.cbxclub.com/>
Click " CBX Message Board"..... and scroll down to see all posts**

VIDEOS

- 8 minute CBX Drag Racing History
- CBX Toasts ZRX
- Mr. CBX meets Mr. Goldstar...a true story
- CBXMan Winter Rally Motor Teardowns
- Isle Of Man Lap On A CBX

PHOTOS & POSTS

- Steve Murdoch's CBX Project Bike
- 1/8th Scale Model CBXs
- Sammy Miller Museum
- Doug Deans Custom Harley
- Retired CBX Owner
- 150hp/150ci Harley Three Cylinder Prototype
- CBX Turbo Project
- UK Bristol Classic Bike Show
- Randakk Carb Kit

OTHER

- Latest Rally Information
- Want Ads
- Hundreds of CBX Photos
- Thousands Of Technical Posts

ICOA GOODIES • Great products, great prices.

MEMBERSHIP FORM


Name _____ Phone _____

Address _____ City _____

State / Province _____ Zip / Postal Code _____

E-mail Address _____

Signature Required _____ Date _____

  Exp. Date _____ Card #: _____

Name as printed on card: _____ Signature _____

- USA Membership..... \$30
- Canadian Membership \$34
- Overseas Membership..... \$38
- Member Option \$5 or more to Support CBX Race Teams

Please send funds in U.S. dollars on a U.S. bank checkmade payable to ICOA. Send application to address below:

Bill Hertling – ICOA Membership
37 Star Flower Drive
Bluffton, SC 29909
Email: icoamembership@hargray.com



Rallies: First Half of 2008

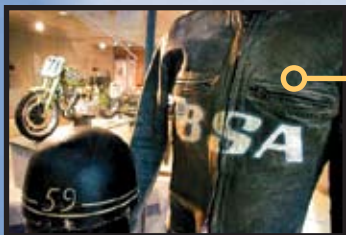
Team Leader: **Dan Carr** • danielc194@aol.com • Submit new articles by 3/15/08.

ICOA web site <http://www.cbxclub.com> For latest updates and Rallies later this year not listed.

2008 East Coast Winter Meet

February 22-23, 2008

Rally Host: Jeff Davis



10th Edition of the Minnesota Spring Fling

Saturday - April 26, 2008.

Starts: 11:45am

Rally Host: Jeff Winters



Location: Jeff Winters Garage in Minneapolis, Minnesota

When/What: Mark Saturday, April 26 on your calendars. That date will bring the 10th Edition of the Minnesota ICOA Spring Fling - a social get together and CBX tech session to kick the 2008 year off. This years Fling will begin at 11:45 A.M. with burgers off the grill, snacks and beverages.

Tech Session/Help Open To All: As usual, we are open to member suggestions as to work projects. Todd Purfeerst has purchased a 79 X that may need some spring tweaking. If no other projects come forward, Jeff W has some work of his own to keep wrenches turning. If you have something X related that needs doing contact Jeff Winter at his e mail address to discuss or call him at the number below.

The MN Spring Fling provides the opportunity to meet, greet and wrench with other MN CBX members. If you know of another or new CBXer make them aware of this tech session and have them drop by. The session is slated to last until about 4:00 P.M.

Where: The Fling will be held at Jeffs garage located in South Minneapolis near the intersection of Penn Ave. So. and 50th Street. That is twelve blocks north of the intersection of Crosstown Highway (Cty. 62) and Penn Ave. Motorcycles can be parked around back in the driveway. \$5.00 donation to the cause requested.

Rally Host/Questions: RSVP to Jeff Winters by e mail @ JW5115@aol.com or at 612-920-6886 to facilitate planning. See you in April!

2008 Daytona Bike Week

February 29 – March 9, 2008

Rally Host: Dan Carr



I am pleased to advise everyone that ICOA will be at the Daytona Bike Week again. We will be having group eats and other plans are pending. Please go to the Rally Section of the ICOA web site for the latest plans, dates and times. <http://www.cbxclub.com/forum/viewforum.php?f=53#top2>

Rally Host/Questions: Dan Carr
danielc194@aol.com (904) 641-5410

O H I O

M I N N E S O T A

F L O R I D A



2008 Marlinton National

June 16 – 21, 2008

If you do not attend, you will never remember in the future what you did instead. If you do attend, you will never forget the 2008 Marlinton National.

Rally Site: Marlinton Motor Inn in Marlinton, West Virginia. <http://www.marlintonmotorinn.com/>

Reservations: Toll Free: 800-354-0821 (304) 799-4711 Rooms will be in \$58-\$60 range. A one night deposit is required with your reservation and is non-refundable. You can cancel up to 72 hours before your arrival. Ask for details on a possible discount if you stay all six rally days when you make your reservations. We have reserved the entire hotel and past rallies all rooms were bookedso reserve early. Rooms in the front area and side area are quietest.



Promo: The largest prior Marlinton National Rally had over 200 attend, 51 first time attendees, 23 couples and 17 children who made it their family vacation plus..... 100 CBXs, 35 agenda events, a bike show, parade, banquet, tech help and sessions,

45 minute motor teardown, sport and tour group rides, coast offs, CBXs and parts for sale, bon fires, live music and more.

Things To Do And See: Some of the best roads and scenery on the East Coast start in front of the rally site. http://www.pocahontas.org/motorcycle_touring.aspx Cass Railroad, Cranberry Glades, Green Bank Telescopes, Blue Ridge Parkway, Highland Scenic Highway, 3 State Forests, waterfalls, streams, historic homes, Civil War sites and much more. Marlinton and the surrounding area is a vacation site.



Attendees: Prior Marlinton rallies have had attendees from all over the world, including but not limited to, Japan, England, Ireland, Newfoundland, Canada, Germany and other countries. If you have never attended an ICOA rally before the Marlinton National is a great

choice for your first event.....bring your family and friends.

Rally Fee/Other: \$15 for members and \$10 for a guest of a member. \$7.50 for all arriving Friday night or later. 17 years old or younger..... no rally fee. Non Members \$25. This rally will have event insurance. Signing rally insurance forms and wearing wristbands is mandatory. Friends of members not riding CBXs are welcome.

Rally Host/Questions: email Mike Barone at team222cbx@comcast.net

2008 Vintage Days

Friday though Sunday:
July 25 -27 2008



Rally Host: Jeff Davis

Hotel: We have 25 rooms at Knights Inn on Trimble Road again set aside for the Ohio CBX Chapter at \$85 a night.

ICOA Rally location at Vintage Days: We also have the Honda Pavilion reserved again as well.

Eats: We will again be hosting lunch on Friday, Saturday & Sunday at a nominal fee yet to be determined. Please let us know who plan on coming so we can get a head count for lunch.



Rally Host/Questions: email Jeff Davis at DODAVIS@MSN.COM or call his cell phone at 614-309-9641 or home phone at 740-369-2495 after 6 PM.

Don't stay home. We can provide a bike for you at ICOA Rallies and other help!!!!!!!

We will work with you to have a bike to ride at our rallies (no need to transport your CBX to the rally site). We can also pick up members at airports nearest the rally site and transported them and from the rally. We can also assist you to team up with a member to split a room and costs. We have always done this for rally attendees and will continue to do so. Book a flight to an airport near the rally site and we will take care of the rest for you. Contact the Rally Host listed with your needs and for more information.

RALLIES NOT LISTED FOR LATER THIS YEAR

ICOA Web Site <http://www.cbxclub.com>
& click "Rally Schedule"

CBX Garage Mate Heresies.....



2006 Suzuki Hayabusa GSX1300R Limited Edition (LE)

Estimated Quantity Made: Less than 1000

Features: LE badge, white/silver paint scheme with black frames and silver wheels

Engine: 1300cc four cylinder

Top Speed with governed motor: limited to 300kph or 186 mph.

Quarter Mile: Low 10s or high 9s depending on rider and conditions

Owner: Terry Lawley



1994-96 Honda CB-1

Estimated Quantity Made: Unknown

Features: 375 lbs and superior handling

Engine: 400cc four

Top Speed: 119 mph

Quarter Mile: 13.16 seconds @ 102.15 mph

Owner: Dave McMunn



. What's in your garage with those CBX(s)!



2006 Dodge Charger

Quantity Made: 1

Features: 800hp engine (1200hp version not ready in time). Aero, all fabrication and wind tunnel development completed by AB-1 Motorsports (Owned by Aaron Brown)

Quarter Mile: Not known

Top Speed: 245 mph. 22 mph greater than existing record

Owner: Russ Wicks



Rallies



Team Leader: **Dan Carr** • Danielc194@aol.com • Submit new articles by 3/15/08. Rally Writeups: Word or Email and high resolution jpegs for pictures. We will do the Xpress layout design for you.

2007 Virginia ICOA East Coast National

Michael Abraham

Motorcycles are fickle mistresses. A sublime moment of cutting the perfect line through a winding road, the gorgeous symmetry of rider, motorcycle, and pavement, can be destroyed in an instant by an errant motorist, a wandering deer, a patch of gravel, or an instant of inattention.

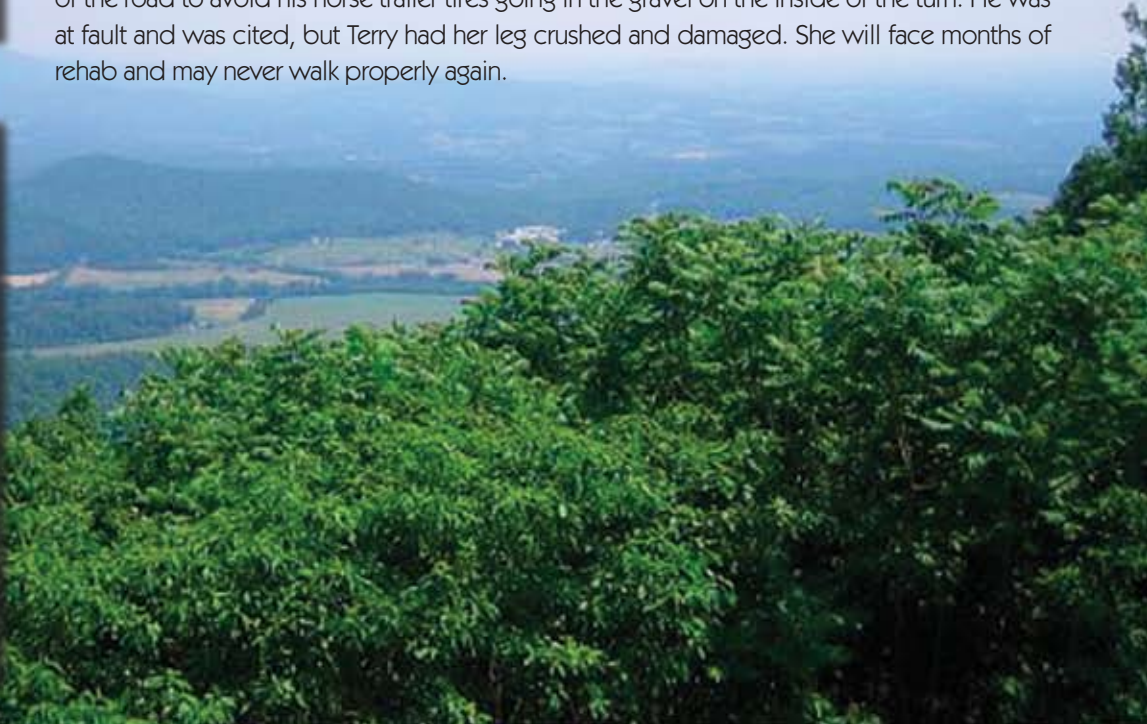
I thought of this again and again as I sat beside the road in rural Allegheny County waiting for the rescue squad to arrive to take Richard Sheridan who I'd met only the day before to the hospital for treatment of his freshly broken ankle. He crashed his Yamaha ten seconds in front of me and was lying under it in a ditch when I arrived.



Richard had ridden from Connecticut to attend a rally I was hosting, the 2007 East Coast National Rally for ICOA. When I bought my 1981 model a decade ago, I thought it was the handsomest bike I'd ever seen; still do.

I'd been to other ICOA rallies over the years and was always less than satisfied with the riding conditions. West Virginia is grand for motorcycling as is North Carolina, but they have nothing on Southwest Virginia. When I told Mike Barone that my backyard in Virginia offers the finest motorcycling anywhere he suggested I host a rally myself. I was excited about doing so, planned it for months and was happy with all the rally hosting tips and assistance from the club .

The day before this incident John Meyers and his wife Terry, who came to the rally from Louisiana, were hit nearly head-on by a pickup truck occupying much of their lane near Hungry Mother State Park. The truck driver was overheard saying he routinely went on the other side of the road to avoid his horse trailer tires going in the gravel on the inside of the turn. He was at fault and was cited, but Terry had her leg crushed and damaged. She will face months of rehab and may never walk properly again.





2007 ICOA East Coast National

Dave McMunn

The weather was fantastic, the roads even better. The rides included a sample of all the best roads for 80-90 miles in every direction, from the Blue Ridge Parkway to the Dragon of VA, RT 16. The facility was excellent and central to all the above. The turn-out could be considered modest, with about 30-35 total attendees and at least 12-15 CBXs there putting on significant miles. I had almost 400 miles on the '79 in 2 days of riding and another 200 on the CB-1 on Saturday.



The lunch stop at Burke's Garden was an all-time classic. We stopped at a little general store in a mountain-locked valley that hasn't changed in a hundred years. The lady there made us all sandwiches for lunch and we sat on the side porch to enjoy it. One of us even sat too hard on an antique wooden chair and broke it. I won't mention any names, but the chair was only a little older than he is!

I'll have to mention the down side - 3 broken ankles, one very serious, and 4 bikes tossed down the road (none were CBXs) and an estimated 12 tickets given to attendees not related to the crashes.



It's too bad more people didn't take advantage of this great opportunity, but you'll have your chance again next year. Please try to attend some of these events that the members work so hard to put on. Michael did a fantastic job of organizing the event and leading the rides, along with his friend Dave. He even wore out his rear brake doing it!

Dave McMunn

Back beside the road in Allegheny County with Richard, the rescue squad arrived and spirited him to the emergency room at Allegheny Regional. He was released four hours later and club members Dave McMunn and Brian Weis spent most of the evening fetching Richard and his motorcycle.

This day had gone reasonably well until this incident, but by midday it was lizard-hot and when our riding group found ourselves behind a garbage truck for ten miles of heat and stench near New Castle, sweat trickled into my eyes and gloom sat on my shoulders like an oxen yoke. I returned to our rally site in Radford, drained physically and emotionally but was amazed to find rally attendees still upbeat.

As vexing as this day was, the next was the perfect antidote, bringing us one of the finest days I've ever spent on a motorcycle. We went from Radford to Dublin, then to Little Creek Road, which looks on the map as straight as a Falwell parishioner but in reality is as crooked as Jack Abramoff.

Onward we rode over Big Walker Mountain, then Bastian, reclusive Grapefield, and then Burke's Garden. We rode through Tazewell, to Marion, then back to Bland, White Gate, Dublin and back to Radford. The weather was much cooler with puffy white clouds and clear, dry air. The roads were in excellent condition with nonexistent traffic. By day's end, we'd ridden eleven mountain passes with innumerable curves. We had no breakdowns or "pavement encounters." The general consensus back at the rally site was everyone was still smiling from the good roads, twisties and vibes.

At the concluding banquet that evening, riders raved about the beauty of our area. I beamed with hometown pride. Several people insisted I do it again next year. I just hope they check their insurance policies before they come and was very happy ICOA has the wisdom to have event rally insurance for any "just in case" rally happening/incident.

Michael Abrahams
2007 ICOA East Coast National Rally Host

David Beverly – RIP



It is with great sadness I inform you that David Beverly is no longer with us. A very bad person broke into the Johnson Space Center and took David's life.

David was a great husband, a good friend as well as an avid motorcyclist. He was a member of many, many motorcycle groups. He was always upbeat and pleasant to be around. Just before his death, a group of CBX'ers got together at their house and enjoyed fellowship and fun followed by a bike ride to dinner.

Some of you may remember David from the Marlinton and Morganton rallies a few years back.

I was able to talk with Linda for a few minutes tonight. She is doing well, all things considered. I was at a loss of what to say other than I am so sorry. Please keep her and David in your thoughts and prayers.

Godspeed David, you will be missed.

Tom Neimeyer

This is the saddest thing in my 27 years of CBXing. We have had friends die due to illness and other things along the way, but never anyone to leave us like this.

David was one of the most active and avid motorcyclists I've ever met. His knowledge and interest in CBXs and all aspects of motorcycling was beyond comprehension. He took pride in being a motorcyclist and his riding apparel and motorcycles were always well thought out, immaculate and perfectly maintained. His wife Linda attended events with him on her Ducati and what a perfect pair they were in this and every respect.

They offered many ideas based on personal experiences with other clubs for the organization of ICOA that were not only correct, but ended up being part of the core way we are structured now and will continue to bring benefits to all of us and the CBX/ICOA destiny forever.

My impressions were that he was always a considerate, warm and kind person.....something we all strive for, but it came naturally for him. The time we spent with them was not enough, and I will miss not being able to spend more time with him, but certainly this limited amount of time was more than enough to know we have lost one of the best CBXers ever.

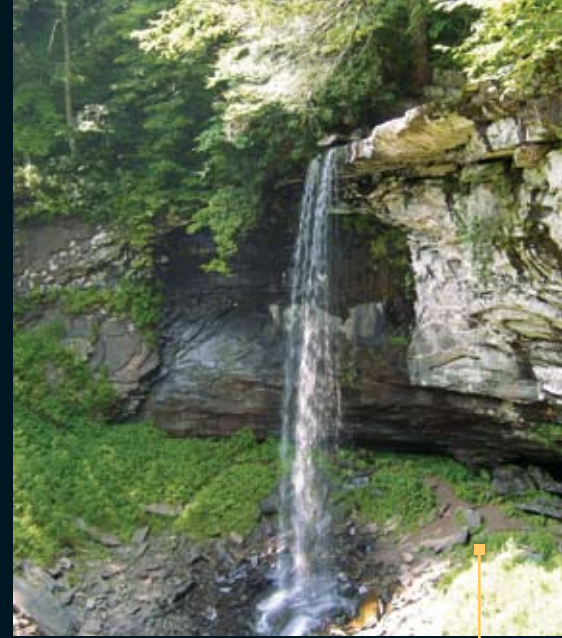
He is gone now and the way it happened will forever diminish the way I feel about the life and times we live in for the rest of my days here.

Mike Barone

PREVIEW Upcoming Issues . . .



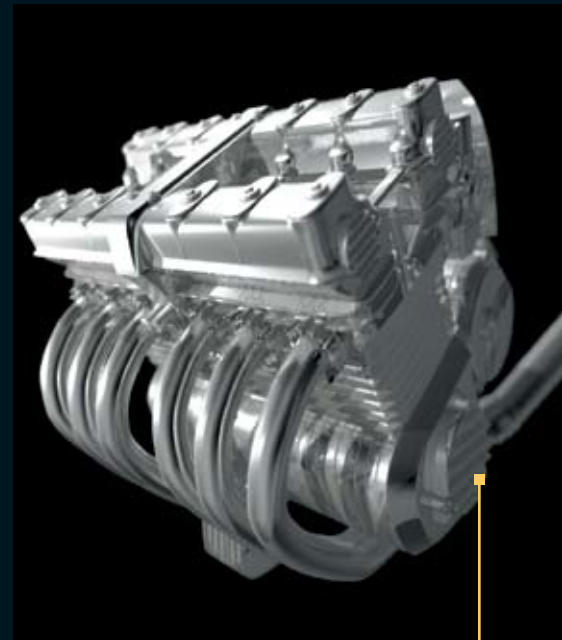
CBX Garage Mate Heresies:
Doug Dean & His Harley-Davidson



June 16-21, 2008 Marlinton
National Rally Preview



Mike Abrahams Visit To Ireland



Youichi Kurita's Amazing
CBX Computer Artwork



The Amazing 2007 Colorado National Rally



Shiro Irimajiri tells us all about
the CBX, Honda Racing and alot more.

I am a Group Manager for a large Avionics company, live in Edinburgh Scotland and have been involved with bikes since I was about fourteen years old. I think I must have owned around 30 bikes over that period and currently cover about 4,000 miles a year on my three CBX's and Suxuki DR 650.

My wife, Sandra, also a Scot, has accompanied me to all of the CBX events I have attended. We have a baby daughter, Amy, aged 9 months, who takes up most of our time and has already attended two CBX rallies.

CBX First Impressions

When the CBX 1000 came out in the U.K. it was amazing, especially as I was riding a Honda CD175 at the time. I wanted one but as a young engineering apprentice it was way outside my budget. I thought 'Maybe one day!!'

A good friend from the Highlands of Scotland, Roy Anderson, had one and raced it at the Scottish and North of England circuits. He and the bike were marvellous and he held a number of production lap records. What was equally amazing was that when I used to drive up to the very north of Scotland to visit a girl I was seeing at that time, he would offer me his CBX race bike to go from his village to hers 100 miles. I would have the bike the whole weekend!!

Given that CBX's in Edinburgh were rare and in the north of Scotland they were unheard of, big crowds gathered wherever we stopped.

Scots Are Also Persistent

It took a number of years until I got my hands on my first CBX in 1989; a Red Z which I have now had for over 18 years and have covered ~ 40,000 miles. Clearly the bug had set in as I added an original specification Moto Martin and road going Formula 1 Sidecar CBX Special to the collection. They are all very different, but all have their own character set around that classic engine and sound.

— *International CBXer and Motorcyclist Xtradordinaire*

Across the Pond

My experiences with the 'CBX Clan' have been very good; Sandra and I have been fortunate enough to attend the I.C.O.A. world rally in Calgary Canada hosted by Mike Quance and the Marlinton National U.S.A mega rallies hosted by Mike Barone. We also had a very memorable trip to the first Morganton rally hosted by Jeff Bennetts with fellow Brits Alan Fisher (former sidecar racer) and Dave Moore, both dedicated CBX'ers. Sandra has a full motorcycle license and has driven my CBX's in the UK and Europe and also enjoyed the use of the CBX we were kindly provided at the world rally in Calgary in 2000. Long way to go but all three were very much worth the effort.

More International Flavour

Also quite a long way to go (from Scotland), we have attended the European CBX Rallies in England, Holland, France, Germany, Switzerland, Denmark and most recently Holland again in 2006. We also made it to the UK national rally and three 'local' CBX rallies organised by Rickie White in N. Ireland, Alan Fisher in Yorkshire and Angus Anderson in the Scottish Highlands.

The standard of all of the rallies mentioned has been very high and the people very friendly. All the rallies are to be highly recommended. Try and take one in - you will not regret it. There are many really good characters within the worldwide CBX Community.

I truly do have a great respect for all the members who within the I.C.O.A. and affiliated clubs give up so much time to make the Club and these rally events such a success. My other hobby is helping organize a charity event in Scotland with three other biking buddies (www.70wildmiles.org) so I do know how hard organizing can be!

It Is Not Just About The CBX

My job this year took me to work in Australia for a month and happily Sandra and Amy travelled with me. Outside of my work activities we took time to visit Roland Skate the Vice Rep of the Australian CBX club at his home outside Melbourne. Roland is a great character and races an impressive CBX with much success. He has a very interesting collection of CBX's and his wife Karen also owns one.



Gordon with his CBX Moto Martin 1170 and the legendary frame maker George Martin whose Moto Martin CBX's were super bikes of the 1980's and much sought after machines now. It is thought that only a handful of Moto Martins are in the USA. Pictured at Cafe Racer Days France in August, 2007.



Sandra, Gordon and their daughter Amy along with Roland Skate who has many wins on his CBX in the Classic Races in Australia.



Some of Gordon's wonderful motorcycles.



Alan Fisher with Tom Pursey the youngest member of UK CBX Riders club, Paul Pursey of Moto Mental Turbo fame, Amy and Gordon Gooch (photo prior to the restoration by Paul) .



A very pleasant time was spent with a talented guy whom we hope to meet again!

In 2001 we met Paul and Emma Pursey (of Moto Martin Turbo fame) at the National Rally and have become such firm friends that we went to their wedding in March 2006 in Grenada, where I was honoured to be best man, a fantastic experience. Had we not met through this wonderful machine, we would not have had these great experiences.

Having also previously visited Ian Foster in Hong Kong I do feel I have fulfilled the International bit of the ICOA and am much the richer for; firstly the great personalities I have met and, secondly for the fantastic CBX machinery that I have seen. It would be great if any of you can ever make it over to the Isle of Man TT. It really is a great experience. I am hoping that some day Mike Quance, from Canada, will make an appearance.

Also hope that some of you may make it over to sunny Scotland someday, the scenery is great but if you do come play it safe and bring wet weather gear!!!

Wishing you very happy CBX'ing and hope to maybe meet up with you at sometime in the future.

Gordon Gooch
August 2007



Gordon's sidecar featured on Scottish Motorcycle Show t-shirt biggest motorcycle show in Scotland where over 40,000 attend.



Gordon at work on his avionics job in this case in India.



Gordon and Sandra at Marlinton in 2002.



Dan Uhing.....the amazing story of skill, determination, imagination, creativity and workmanship that brought us the best balanced CBX custom ever produced.

THIS IS THE RETRO THAT HONDA SHOULD BUILD!!!



SO WHAT DO A LAWN MOWER, A \$5,000 BUDGET AND A COUPLE OF WINTERS IN NEBRASKA HAVE IN COMMON?

Take a look! That's where it all started for this modified CBX. The lawn mower's name is Dan Uhing. He's been mowing lawns for 20 years now in Nebraska where he lives the good life with his wife Christi and their 4 girls, Miranda, Mallory, Morgan and Merideth. The budget he actually kept with a little left over to start his next project with (keep your eyes peeled for that one next spring?).



HOW DOES HE DO PROJECTS LIKE THIS?

It really wasn't a surprise to those who know him since he's been taking things out of trashcans and trying to fix them since he was 9 years old. When building models as a kid, he would take three completely different kits and make a custom model. He's the kind of guy that can wrap his brain around an idea and make it happen. From doing three additions to his home, which includes enough garage space for 12 cars, to building a 700-gallon "L" shaped salt-water fish tank (from scratch) just to see if he could. Driven to mastering his challenges, Dan takes his projects to the extreme.

Dan's interests span the motor-head gambit. His '70 Roadrunner (which was the 1st car he purchased at 16) is a representation of his muscle car affair. I think he's lifted every truck suspension he's owned to foot ladder heights. He's volunteered his time on the Confederate Air force P51 Mustang (The Gunfighter) that included a lot of paint and bodywork. And of course, his collection of CBX's has now spilled over into customizing bikes.

CBXs AND DAN?

The first CBX, a silver '79 was purchased in February of 1980. He was 19 at the time. In 1988 he wound up needing cash for his second home so he regretted selling not only the CBX, but a gorgeous '70 GTO convertible as well. (I looked really good in that car). The 2nd CBX was bought sight unseen from Las Vegas

in 1990. This red 1979 dream supposedly had a rebuilt motor. However, it didn't run, had rotten pipes, a windjammer, a puff can paint job, and a luggage rack.

Since this was pre-Ebay days, he assumed that this might be his last opportunity to get a hold of another X. The CBX was really a rare sight around the Midwest. Boy was he wrong. Despite all that, Dan tore the bike apart (down to dismantling the head) in a basement workshop where it sat for the next 15 years. I actually became his next distraction so he left the bike and we got married.

GARAGE FULL YET?

Over the years he would sneak a few more bikes into the garage, claiming they really had been there all along. They all looked alike to me but somehow they were multiplying! An '82 CBX next, a red '80, then his buddy's red '79, an '81, his first sliver '79 showed up again all the way from Georgia, and finally a '79 CBX with an extra frame and title. In between those he managed to acquire a '84 KZ750EI Turbo, a '82 Yamaha Seca 650. Turbo, a '79 KZ1300, a '82 KDX450, and a couple of old Harleys ('71 FLH & '76 FXE). All but one of these bikes had less than 9000 miles. "They are investments, honey", he would tell me. "Not if you never sell them, dear!" I would reply.

INCENTIVE TO THE CBX OF HIS DREAMS

So the year of revival came in 2005. He decided to get them all running. They needed everything a bike needs after 10 plus years of storage; brakes, batteries, carbs, tune-ups, oil changes, etc. In December, during a research and development session at Borders Book Store, (remember, the lawn mowing season ends Thanksgiving and starts again April 1st), a Motorcycle Mechanics magazine from across the pond jumped out at him. The article he noticed was written on stock CBX's. He didn't realize that the "Irish Odyssey" was what would really catch his eye and never leave his brain. Mr. Rickie White was 9,000 pounds into his dream when Dan began pondering his own.



B E F O R E

PARTS...NEXT STEP

He started looking on Ebay at what was available, not knowing what would fit with what. First he purchased a set of '96 GSXR 1100 forks. Next he bid on a complete Ducati single sided swing arm setup, shock and wheel included, and lost to who turned out to be Jim at CincyCycles. Jim changed his mind after he received the piece and notified Dan, the next highest bidder. SCORE! He then purchased the Ducati front wheel, rotors, tail section, rear sub frame, exhaust, and ZX12R front brakes. Glad he had that extra frame he got with the '79 CBX years ago, he bravely cut it up.

The Ducati front wheel with 320mm rotors appealed to him and also matched the rear wheel, however, Dan had to custom make an axle and spacers, so that it would fit. In addition, the rotor spacing required custom spacers in order for the 6-piston Tokico calipers to work. His rolling chassis was now complete with the frame customized to accept the rear sub frame and the rear Ducati pipes.





SO NOW WHAT? WHY NOT TAKE SOME TIME AWAY OFF THE CBX PROJECT AND BUILD A CHOPPER!!!

Actually, Brian Mead, his begrudgingly faithful employee (long story) wanted Dan's signature on a loan for an \$18,000 BMC chopper. Of course, Dan knew he could build one for less (even though he'd never done it before) and the work on the CBX stops work and the chopper slam session begins. Here's how it works. He wakes up, goes into the garage, comes out in the middle of the night, crawls in to bed for a few hours, then wakes up and does it all over again. And again. And again. Every spare moment spent either researching parts or fabricating something. Until one day, with his hair a mess and his safety goggles on he reappears cackling furiously, tilting his head to sky....Well, it's pretty darn close to that anyway!

BACK TO THE CUSTOM CBX. SO MANY DETAILS, SO MANY DECISIONS

O.K. now he's got all summer long to ride behind that mower and sort things out for the rest of the CBX project. What to keep, what to modify, what to customize and what about that motor that's been completely apart on the work bench in the basement for 15 years?

MOTOR

It's a good thing it never started. That supposed rebuilt motor was missing three things: the oil restrictor orifice on the end of the transmission shaft (thanks Tim's CBX), the alternator shaft seal and the original head nuts. The original flat bottom nuts were replaced with some flanged serrated locking nuts, which destroyed the copper washers and leaked oil down every stud bolt on startup. Live and learn.

The rings were stuck to the pistons when it was dismantled. Nothing spraying WD40 on for ten years wouldn't fix. Since the cylinder had sat so long, it needed to be honed. Once that was done, he was ready to reassemble it. The motor is basically original with the addition of stage 3 kits and K&N filters. Thanks Jim at CincyCycles!

EXHAUST

Next, the motor was installed and the stock CBX headers were cut into 8 pieces. (Remember, guys, the cans were rotted). The collectors were reversed and the pipes shortened about 3" and then welded back together to fit onto the Ducati rear pipes. Stock Ducati mufflers are very restrictive. These mufflers are modified by Dan and straight through. Voila! A complete exhaust for less than \$50. Polishing and plating the exhaust was one of two

things to be outsourced, and the single most expensive thing done to the bike (\$550), done in Omaha by Industrial Plating.

HEADLIGHT, TANK, SWITCHES, WIRING, FOOTPEGS, SEAT....AND MORE

Dan used and modified as many of the original CBX components as he could since his original thought was always, "what would a CBX look like if they built one today." The headlight bracket was turned upside down, modified, incorporated into the custom made gauge bracket and lowered.

The gas tank was lowered and moved forward $\frac{3}{4}$ of an inch. Sometimes Dan actually



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sat and looked at modifications like these for hours to days before deciding on the process. The stock switches, gauges and wiring loom were all used as well. Special attention was given to keeping the wiring very clean on the bike. All of the electrical is hidden under the tank and in the tail section, including a dry cell battery.

The foot peg brackets, engine and swing arm bolts, and bushings were all custom made by Dan with his fancy schmancy hand grinder/cutter, and belt sander. The stock Ducati seat pan was modified to fit to the tank. A piece of old CBX rear fender was used for this and then it was reupholstered locally for \$35.

FRONT SPROCKET

The only other thing that actually had to be outsourced was the front sprocket, which has a .455" off set. After numerous phone calls, ending with one made to Sprocket Specialists in California, one of their employees assured Dan that they couldn't

help him with the sprocket. He did, however, suggest calling an ex-employee of over 35 years, who now lives in Oregon that might be able to help. Sure enough, Randy Boyd from Advanced Precision Products, who works out of his home shop, built the sprocket to Dan's specs. That job ran him a whole \$45! Randy Boyd was the man, when it came to sprockets. At that price, ordering two was a must (next project?).

TESTING, BUT ALMOST DONE

The bike was now finished, outside of the paint job, so Dan drove it all summer of 2006 to be sure that the bugs were worked out. He was pleasantly surprised to find that there were none, and the bike handled and sounded like no other CBX he had ever ridden. Lighter, lower, and more like a modern sport bike, except for the sheer mass and weight of the engine.

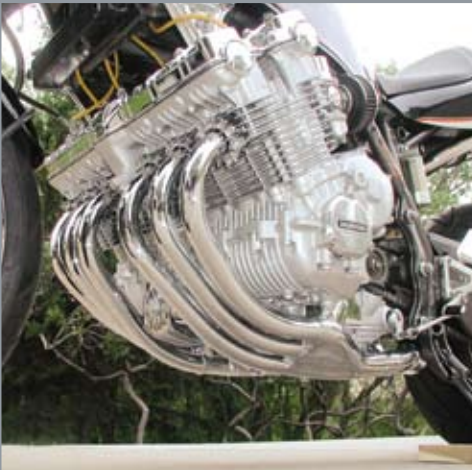
Winter of 2006 was then spent on the rolling chassis of project #2 since he could hardly contain his excitement from the first



A F T E R

one. However, when the 2007 moving season was upon him, he realized he needed to get the painting done on his 1st project so he tore the bike completely apart in just one night. After much deliberation, the colors were decided and two stripe kits were ordered from Reproduction Decals.

Two and a half weeks later ("mommy, where's dad?"), the motor, frame and bodywork were all prepped and painted. The bike was done. He actually told me he was sick of it at that point. The labor of love had turned into the grind. (8 a.m. to 2 a.m. is a LITTLE obsessive, maybe?). Then, a couple of days later, I caught him out in the garage sitting on a chair looking at it. He said, it all came together pretty nice.



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SPECIAL THANKS FROM DAN

Dan would like to give special thanks to his buddies for helping him with certain parts of this project and simply hanging around. He likes to bang ideas around and the blank stare with one eye crossed I give him doesn't seem to help. "Sometimes just kicking ideas around with your buddies, even if you just shoot down 10 ways you could do something, is how you figure out the way something will work and look right. That's what gets you going and into the next phase of a project." Thanks Guys.

Bruce Baylor-Exhaust

Mike Daly Jr.-engine

Johnny Rosenberger-front end

Mark Sundell-frame & paint

Rick Boldt-whatever I asked of him

Article By:

Christi Uhing with support from our four girls,
Miranda, Mallory, Morgan and Merideth.



OTHER STUFF

If Ducati or Honda combined efforts and built an inline six cylinder todaythis would be the bike, but to do so they would have to execute one of their best designs ever to top Dan Uhing's Custom CBX.

All the parts of Dan's custom are in harmony....all blend to make the perfect CBX in my view. The paint is subtle and rich....every detailperfect in its execution. The details are in sync and amazing.

Challenge: Park this CBX with hundreds of Honda or Ducati and I am sure onlookers would spend more time looking at Dan's custom than all the others combined.

The first impression from a rider standpoint is this CBX feels like a 250cc bike....really low and light to the feel side to side. Riding it had all the controls exactly where they needed to be which is a tribute to Dan's considerable thought given to the details. A longer ride ...for maybe 10 years.... is my hope for the future.

This is the best CBX I have seen in all my years....and it is the CBX I wanted back in 1980 and certainly is the one I want today. This CBX custom does not feature wild graphics or odd styling ques.....it whispered to me what I have wanted a CBX to say for nearly 30 years.

Mike Barone



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Honda Designers Tell Us The Inside Story About The CBX...and Honda

Translated by: Kazuhiro Torikai ICOA# 4717

BACKGROUNDS

Isao Yamanaka (pictured on the left), was born in 1942. Worked for CB-F, CB1100R project as a construction designer. He was the project leader in construction designing of RCB (Racer) project. He worked on the VF, GL1500, NR750, CBR1100XX, which became the leading motorbikes at Honda. He is now retired.

Yoshitaka Omori (pictured in the middle), was born in 1943. He was the “Modeler” in creating clay models or mock up of CB-F series, CB1100R and others at the experimental stage. In partnership with designer Minoru Morioka, he was involved in the GL1000, CBX, CB-F project. He is now retired.

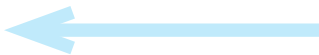
Minoru Morioka (pictured on the right), was born in 1942. He worked on the GL 1000, CBX and CB-F series as a designer. Later he became the representative of Honda motorcycle design section and an overseas branch manager. Currently he is the representative of “HOUSE OF DESIGN MORIOKA.”



INTRODUCTIONS



Yamanaka: I designed the technical part of the motorbikes. To tell you the truth I was not involved in designing CBX. I was involved in 4 cylinders, RCB 1100R, CB 900F, CB 750F. I was working in a project located next to the CBX project team and watching what was going on there. CBX project team had limitless budget, it was a model that put together the best of everything.



Omori: I made figure of CBX from Mr. Morioka's sketch.



Morioka: Out of all the motorbikes I've designed, CBX was the toughest model that's why it's the most memorable model for me and the model I love the most.



Why does CBX have the diamond frame?



Morioka: Honda had a 6-cylinder RC racing model. That was the starting point and symbol for Honda's motorbike development. We wanted to sell the model in the U.S. market. In the 70's, Kawasaki Z series became a hit and our sales were dropping in the U.S. We wanted to compete with Kawasaki. So, at first we released

GL but GL was taken as a touring bike in the U.S. and could not be seen as a counterpart to Z series. So, we wanted to release a model with a racing, “RC” image that was the best out of Honda motorbikes. At first we didn't use the diamond frame, but it was destined to use a diamond frame because we traced it in RC. This was the last Honda model with the direct involvement of Soichiro Honda. We had to get Shiro Honda's approval in deciding every stage of development.



Omori: I had thought it was Mr. Morioka's idea to use the diamond frame. We used double-cradle frame in the first clay figure. But in the course of development, we decided to cut the frame pipe out and as a result the shape of the figure changed because of the weight of the clay. So we had to make the clay figure all over again.

What were some of the CBX motor considerations?



Morioka: We particularly concentrated on the engine development and spent a long time in designing the engine to get Shiro Honda's approval. In designing CBX, I remember paying attention to the every detail. This is the flange, for example, this was designed to make the engine look great and cool.

Shiro Honda wanted the most powerful engine and at the same time paid enormous attention on how the engine looked. We used aluminum in the flange for the first time, and developed it for the U.S. and European markets. For example the headlight was positioned higher to appeal to the U.S. market. European models have low handlebars and the fuel tank was designed with a European taste and we designed it to look like a racing model. Everything including steps and levers were designed from scratch. Our goal was to design parts that looked better than those used in Italian models. CBX was the model that marked the transition from older models to those in the 80s.



Omori: One staff in the development team proposed bending the intake manifold because the rider's leg touched the carburetor. Others said if we bent the intake manifold the 6 carburetors would not synch. That was one of the big problems we had.

What were some of the other CBX design considerations?



Omori: We also struggled in designing the rear-end cowl. While Mr. Morioka was in Europe, I made a clay rear-end cowl based on his rough sketch. An executive of the company who saw my clay figure got upset because he thought I was out of my mind to stick a weird "wing" in the tail. I

was in trouble, but relieved when Mr. Morioka agreed to my design when he called from Europe. I have a lot of memory in designing CBX, both happy ones and traumatic ones.

What were your favorite models built by the competitors when you worked in Honda?

(Question provided by ICOA)



Morioka: Yamaha' models were strong competitor of ours. I don't like the letter Y. I feel like scraping off the logo on my tennis racket. We were at first completely beaten up by DT. Next we were beaten up by GT50 and RZ (RD) 250 and many other models.

Whenever such models were released, I had to work harder and burn midnight oil to create a better motorbike.

Suzuki RG250 Gamma was also a popular model that tortured us. At that time we were concentrating on Yamaha RZ250. We beat RZ with our 4-stroke engine VT. We also developed 2-stroke model to compete with RZ. While we were concentrating on the competition, suddenly Suzuki released RG250 Gamma. We completely lost over Suzuki's figure, it was so cool. I was struck dumb.

During the competition of CB750 and Kawasaki Z in the early 70s. I was not involved in the designing back then because I was still young, and after time Kawasaki Ninja 900 swept Honda's share. That came as a shock to me. So we were beaten by such historic motorbikes and we tried our best to overcome the challenges.

Suzuki's Katana was a unique one and I liked it. But I didn't feel challenged because it was designed by a non-Japanese and because of its uniqueness I didn't think it was a model to compete with.



Omori: I also don't like the letter Y. I spent \$10,000 extra to renovate my bath unit system that was made by Yamaha because I didn't want to see Yamaha logo at home. Whenever Yamaha increased its sales, I had to work harder. Through the competition with Yamaha, our time schedule for development

got shorter to win over Yamaha.

We were rather peaceful until the mid-80s when Honda and Yamaha began to compete fiercely. Honda is said to have won the competition, but we made our sacrifices. For example we got less holidays and we were given less time in development.



Yamanaka: I feel the same as Mr. Morioka and Mr. Omori. Another motorbike that remains in my memory is Kawasaki ZZR1100. There was no other model that could compete with this model when it was released. Honda had CBR1100F but Kawasaki had a greater brand

name and we couldn't compete with Kawasaki's model. So we developed XX Blackbird.

At first we planned on just making a minor change to CBR1100F, but at the end we created a totally new figure, more powerful engine and a safer model. That was how Honda's flagship XX Blackbird was created and I was proud to be part of the development team.

Was CBX created as a racing model?



Morioka: No, I don't think that was on our mind. We rather concentrated on beating Kawasaki and to show the world that the best motorcycle maker, Honda, could develop the best model in the world. To show that we were the best, we developed a 6-cylinder model which symbolized Honda.

How long did the CBX design take?



Omori: We spent years in developing CBX. We only spend 3 weeks in making the CB 1100R figure. Shiro Honda had a great influence over designing CBX and he was intolerant so getting his approval wasn't easy. For example, Shiro Honda insisted on a fuel tank with a teardrop shape.

What other types of engine did Honda develop at that time?



Morioka: At that time we tried out various engines. The engine that most impressed me and the one that I really wanted to be put out in the market was V6. It was an excellent engine. But it was not the right time to release it because we had undergone an intense competition with Yamaha and had

no strength left to bring the model to a commercial level.

Did you have to give up something that you wanted to do because of the budget in the development of CBX?



Morioka: Because we had the full support of Shiro Honda in developing CBX, we had no problem whatsoever in the development cost. We did everything we wanted. For example these meters are my favorite. I completely remodeled the meters. I wanted

a slanted meter unlike the previous ones that were horizontal to the ground and vertical to the speed-meter cable. So I changed the angle of the speed-meter cable and the meter itself. The remodeling went beyond to changing the machine used by the meter maker. We used magnesium in oil strainer and forged duralumin in the handle bars and other parts. I wanted fatter tires but test riders didn't like that so I had to compromise with thin tires. This was not because of the budget. We spent an enormous amount of money in developing CBX so it's an extremely reasonably-priced model for riders. The shape of CBX's fuel tank is my favorite. It's one of the best three fuel tanks I've designed.

If you were to design CBX from a scratch again, what changes would you make to the present design? (Question provided by ICOA)



Morioka: I recently heard from Honda's development team that there were some people who want to develop 6 cylinders and they needed my advice. They haven't decided to make 6 cylinders again, but they were thinking about it. I was surprised and also happy to hear that there were people still interested in 6 cylinders.

If I were to redesign the CBX, I would change the riding position. I don't like the angle of the handle bar, I don't like how the bar end rises. This is because our test rider liked the angle. When I went touring I was left way behind and Mr. Shoichiro Irimajiri who was among the group made fun of me for being slow. I blamed it on the shape of the handle bar.



Omori: If I were to redesign the CBX I would change the front fork. It's too thin for the size of motorbike.



Morioka: CB-F left a great impression and influence on me. In the late 70s, when I was still young, Honda was behind Yamaha in the European market. The president who was visiting Europe called me and told me to fly to Europe the next day. So, I flew to

France with my drawing kit. My assignment in Europe was to draw sketches of CB 900F series. At first I ended up with similar drawings to my previous sketches.

Honda dealers in Europe didn't like my sketch, they said the sketch was the same as my previous ones. So I went out to see the scenery in Paris and was shocked because there were so many shapes in the architecture and sculptures that I had never seen before in Japan, although I was a professional designer. I was devastated because I couldn't come up with the shape that I thought could appeal to European riders. For two weeks I couldn't draw at all. Instead of visiting palaces, I asked if I could meet European motorcyclists. So I was taken to a small circuit. There, I saw many motorbikes, remodeled by riders in the parking lot. They were hand-made and looked fun. Out of the many bikes, I found a remodeled Honda CB750 that inspired me very much. I thought this was the one, and I returned to my hotel room and began drawing CB900-F. When I showed it to French dealers they said, "That's it!" and gave me an applause.

When I showed the sketch to my colleagues back in Japan, they totally disapproved it and said it was too tacky. They thought my 1-month trip in France was a waste. But the president at that time supported me and trusted that I must have worked hard and did my best in France. Because the French dealers liked it, my design was approved for development.

CB-F series became very popular and sold well. Through the experience I learned that people had totally different taste and preferences in different parts of the world. I also learned that I had to know the local customer preference and be customer-oriented in any market.



Omori: I didn't go to high school and worked part time as a construction worker and then at a post office. When I was 24 I found an ad on the paper and applied for Honda because I liked motorbikes. I had never really studied designing but Mr. Morioka taught me everything. I have always

trusted Mr. Morioka and had faith in his work. Whenever I made the figure, I tried to please him that it looked better than his sketch. I didn't mind working over night. When I finished my figure I would spend about three days just looking at it.

What was Shiro Honda like?



Morioka: Shiro Honda meant everything to me. He taught me everything about making cars and motorbikes. He is more fatherly-like figure for me than my real father. Everything he said was logical. He didn't care about the person's age but approved the work as long as it was good. He came over to the designing section everyday and watched us work.



Omori: I learned a lot from Shiro Honda. I made the clay figure for the first Civic. Because of his consciousness over the appearance, he would actually take the clay in his hand and work on the figure to show me what he wanted. He would even wipe his dirty

hands on his pants. I had to hand out a towel so that his pants won't get dirty. That's how I spent 35 years in Honda, it was all about pleasing him. Shiro Honda didn't care about seniority, he treated everyone equally. He quickly learned people's names regardless of their age and referred to them by their names. At work he was a very strict man and a leader but in other times he was very friendly and down to earth, and often told jokes.

Shiro Honda was my hero and Honda's ad I found on the paper said, Honda didn't value people by their diplomas but by their work competency and ability. That's why I applied for the job. When I worked in a post office I earned 8,600Yen (\$75) a month and Honda paid me 42,000Yen (\$350).

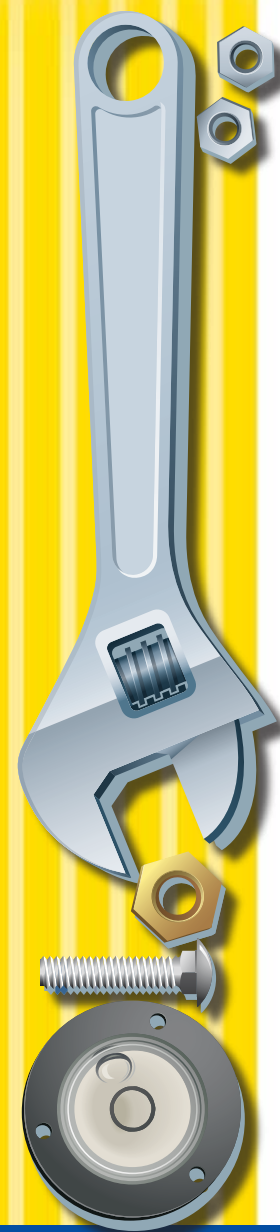


Yamanaka: Shiro Honda would approach us and talk to us frankly when we passed by in the corridor, he would care about how we were doing and about the project which is very unusual for a president. Usually presidents remain aloof but Shiro Honda

would approach us freely and talk to us on the same level.

The Honda CBX Owners Club of Japan invited three Honda Designers to attend one of their meetings. Questions were submitted in advance and those provided By ICOA are noted. Reprint Rights Granted by: The CBX Owners Club of Japan.

ICOA thanks Kazuhiro Torikai (KAZU) for his help on this important milestone CBX article. - editor



Team Leader: **MIKE NIXON** • mikenixon@earthlink.net • Submit new articles by 3/15/08.

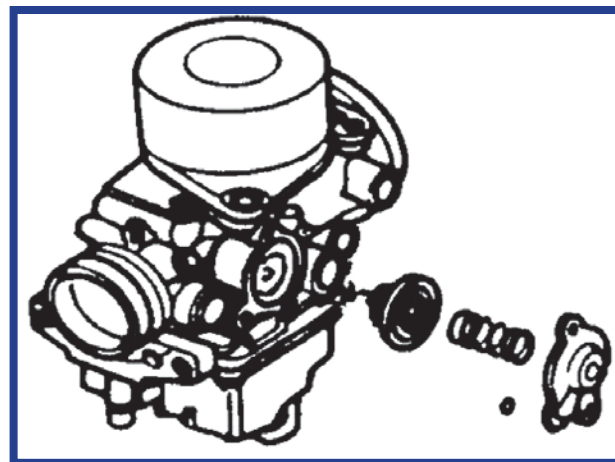
Common Causes for the CBX Rich Idle

Mike Nixon

You have checked the float levels more than once, changed the spark plugs, gone over the ignition timing, made sure the air filter is clean, and still you get black sooty spark plugs. The plugs are darkest around their outer metal edges, the classic symptom of a richer than normal idle. If really bad, you may have a wavering idle, or even some stalling when coming to a stop. Let's clear up some things right out of the gate.

There are mixes of gasoline today that will do some pretty strange things to plug readings, making what was never a solid science even less so in our modern age. Made any changes to your brand of gas lately? And, is it more than a few weeks old? Also, don't assume just because the battery turns the engine over that the ignition system is getting all the power it needs.

The CBX ignition truly is marginal, and is only made worse by an aging or cheap battery, lack of maintenance, or changes made to the engine -- even something as simple as individual air filters. A quick and effective way to ensure that all the ignition system's connections are tight, at least on the primary side, is to check for no more than 1 volt loss between the battery and the ignition coils. While you're at it, charge and load test the battery, and make sure the spark plug caps are screwed onto the plug wires tight. Assuming these things then, it's time to consider two classic CBX carburetor wear issues.



First, on the venerable CBX, the likeliest cause of rich running at idle is a faulty air cut valve diaphragm. The air cut circuit is simply a modification Keihin made to the idle air bleed. This is the technology that helps the leanly carbureted CBX to not "back-talk" on deceleration. During normal operation, the idle bleeds air normally. But when the throttle is closed or nearly closed from a large open position, the idle circuit's air bleed then closes, effectively richening up the idle circuit and eliminating the lean-mixture afterburn that would normally occur in the exhaust.

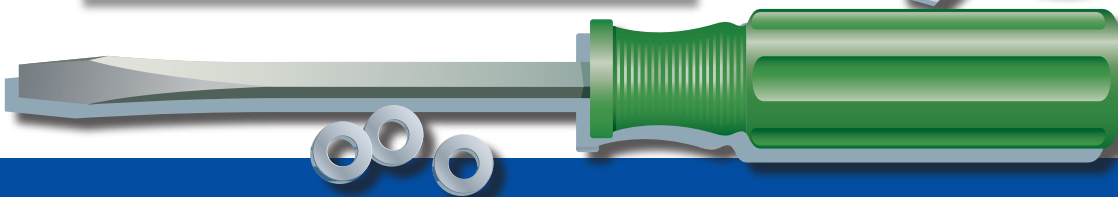
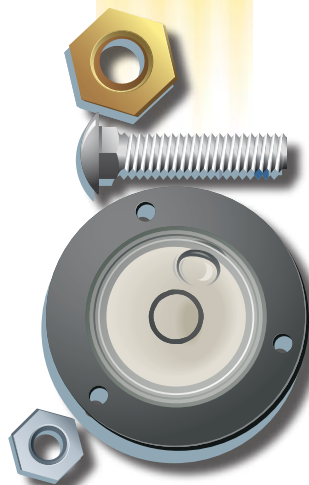
Problem is, this on/off function is controlled by a rubber diaphragm, which is in turn activated by intake manifold vacuum. When the diaphragm eventually ruptures, it opens a path between the intake manifold and the idle circuit, direct, bypassing the entire carburetor. Combustion then becomes very rich at idle. There is only one



air cut valve on the CBX, and it is found inside that casting that sticks out on the #1 carburetor, so servicing it is easier than changing a set of spark plugs. I recommend preemptive action: bypass the air cut valve, thereby eliminating it from ever becoming a problem. The valve is redundant on properly adjusted carburetors, and bypassing it is very easy to do. Naturally, my basic CBX carburetor cleaning booklet shows how to bypass the air cut valve.

But even if the air cut diaphragm doesn't prove troublesome, another carburetor part will, and that is the needle jet. The needle jet is that part through which the jet needle passes as the carburetor's slide is raised and lowered. Consequently, the two parts touch slightly, and wear is inevitable, although it takes many thousands of miles, usually 20,000 or more. The symptom is the same as for a bad air cut diaphragm: a rich mixture at idle that nothing seems to fix. Both Honda and the aftermarket sources offer replacement needle jets, and to their credit, this part is always sold with its mate, the jet needle. The needle jet and jet needle are fairly easy to replace, but unlike the air cut diaphragm, the carbs have to come off to service these parts.

Enjoy riding your CBX, and if you learn some things in the process of taking care of these little annoyances, all the better, eh?



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Front Master Cylinder Overhaul

Jan Ringnalda

So we've all seen this, a bike has been in the sun for some time, and hasn't moved for ages. Someone tried to bleed the brakes without adding any fluid, gave up and left the bleed valve open. Bike was forgotten about again. Then it ends up in my garage, and the bike has to be made rideable on a budget. i.e. fix it as cheap as possible! The starting master brake cylinder is as shown in Fig 1 a and b which show the front and back. Even a new cap does not make this look good.

Do not think about throwing this in the trash. The internal parts are meant to deal with brake fluid, so it is not affected as badly as the outside, which is not capable of dealing with the corrosive and paint-eating effects of brake fluid. The minimum you will need for this project is a master cylinder repair kit for the internals, and a master cylinder reservoir kit, which contains the new plastic reservoir and the cap. These are both available from aftermarket suppliers.

For that perfect restoration, you should know that the aftermarket reservoir kits have slightly different screws, and also do not include the washers for under the screws. Also the reinforcing metal plate that goes between the cap and the rubber diaphragm is not included. Photo 2 shows the difference between the aftermarket cap and the original.

Now we are getting ready to get into the work. To start disassembly, the reservoir is removed from the mechanism. First remove all the screws and then twist the reservoir around a few times, it is located using an 'O' ring in a groove, but what you will see is that it is easier to push the reservoir on than to get it off. Don't lever too much with sharp implements like screwdrivers as they might damage the edge of the aluminum. Next remove the lever, this is held on with a chrome bolt, and a locknut with washer on the bottom. Remove the locknut, and then find a good fitting screwdriver to remove the bolt. This may be tight so a vice is useful here, and my impact screwdriver has a large bit that fits exactly.

Then remove the small Philips screw that holds in the brake light switch, and remove the brake light switch. With the unit now down to bare basics, this one was so bad,

Photo 1a



Photo 1b



Photo 1a and 1b: A crusty seized up master brake cylinder as removed from a rusty crusty CBX which has been standing for a long time.

Photo 2



The difference between an aftermarket cap and an original one, for the aftermarket cap, the metal (very rusty) reinforcement plate has been painted black.

that a wire brush was not going to clean it up, so while I do not like getting sand into these things, I decided to use a particle blaster to clean it up. Take care not to purposely spray sand into the internals, but the whole thing does need to be clean. I leave the piston in the cylinder with the rubber cap still over it to stop too much sand getting into the cylinder. After blasting, I rinse the whole unit out as good as possible with a degreasing agent.

Now you will need some pointed snap ring pliers, since we are removing the operating piston next. First remove the rubber protective cap from around the piston. Once that is removed, the snap ring that holds everything together can be seen. Photo 3 shows everything in place.

Once you have removed the snap ring, the piston can be removed. Note the way and the order this is removed, you will need to re-install the new parts in the same direction and order. The final rubber seal will probably have to be levered out, I use a wooden cotton wool stick to do this, a screwdriver can easily scratch the inside of the cylinder and will give problems with brake fluid leaks later on!

Once all the components are out, it is now time to clean the internals with a good degreaser, you can use gasoline or engine degreaser for this. I also sometimes run some fine steel wool up the inside if there are corroded patches. If there is severe corrosion on the inside, then this is the point where you start looking on ebay for another master brake cylinder...

From the reservoir area, three important items. First the groove where the 'O' ring seats has to be meticulously cleaned, there will be corrosion, old brake fluid etc. built up there. Clean this carefully so that the surface is very clean. I run wire wool around the inside to ensure there will be no leaks when it is reassembled. Photo 4 shows the required finish. There are two holes into the cylinder, one which is quite large, and can be cleaned with a cocktail stick, the other has a tiny bleed hole which absolutely has to be open otherwise the system will NEVER work. So use a thin metal wire to ensure the hole is clear. A wire from a wire brush should just fit, but don't force anything.

Rinse everything one more time, this is the final rinse and clean off. Use masking tape to cover the flat reservoir section, and put rags in the ends as shown in photo 5. We are ready for our satin black or semi-flat black paint.

I always hang the part from a strap for painting, and put on three or four coats of satin black paint. I painted this one at night so the colors look a little weird, but photo 5 shows how the cylinder looks during/after painting.



Photo 3

The snap ring holding the mechanism together



Photo 4

Finish required for the 'O' ring for the reservoir



Photo 5

The unit is now ready for paint

Photo 6



Cylinder suspended from a strap during painting

I blast some air through everything just before assembly. From the end, first the new spring goes in (metal dish faces towards the piston) then the first seal cup facing towards the spring goes in put a little brake fluid on the seal to help it. Now the piston itself goes in, if you put this in the wrong way around you shouldn't be riding a CBX let alone fixing one... Now put the washer over the end and put the snap ring in place. Last but not least put the rubber seal over the end and use a blunt instrument to seat it around the piston almost up to the snap ring. Also I put a little grease on the new 'O' ring for the reservoir, and put it in place.

The new reservoir can now be pushed into place, should be much easier than removing the old one. Photo 8 shows how things should be looking at this point.

Now reinstall the brake light switch, and also put the lever back in place. Assembly is starting to look complete. Beer is getting colder. Photo 9 shows almost complete assembly.

Now the cap can be put in place, bolt with the two washers inserted and this unit is now ready for re-installation on the bike shown in photo 10. I always put the cylinder on, and leave the caliper bleed valves open with fresh fluid in the master brake cylinder while I drink my very cold beer and look at the project. If you have an automatic bleed kit, now is the time to use it. Pump the brake lever to get the fluid moving through the system, and ensure you get all the air bubbles out to get a firm brake feel.

Cheers, Jan



Photo 7

All the components lined up for reassembly. Beer getting cold in the fridge

Photo 8



The master brake cylinder is starting to look good

Photo 9



Assembly showing lever and brake light switch installed.

Photo 10



Finished assembly. Cheers

Rib Jennings – RIP



His motorcycle travels here ended with 205,518 miles on his 1982 CBX, but he will be remembered forever by all that knew him.

My story on "Rib" Jennings, #1815 is all about the "man". I first met Rib in the early 90's within a few years after my first CBX purchased in March of 1990.

In 1995 Rib became involved in an accident that took out a considerable amount of his +100K CBX, and he decided to have it reconstructed and purchased all the parts needed for restoration, as the engine and rear half of bike was left intact, and he wanted to enjoy riding this bike again. Ron Schimmel, the Honda mechanic at Honda East in Maumee, Ohio, reassembled it with all the parts I supplied, with the exception of engine guards that were still available from Honda.

Rib had trophies from over 150 Poker Runs, the vast majority were Charity Rides. If you were fortunate to meet Rib at a meet, it was for ten minutes and then he was gone to Americade and Vintage Days or one of the hundreds of motorcycle events he attended over the years.

His CBX was meticulously maintained, both mechanically as well as cosmetically, and I remember when he reached 100K miles, he purchased a new speedometer, actually when he reached 99,999, then he kept that one as a souvenir.

His 82 was masterfully painted a stark white with black and magenta stripping sometime prior to 100K, and on both saddlebags he had "100K" very tastefully lettered and painted.

Needless to say, I doubt if Rib ever trailered his CBX. When the Honda Valkerie was introduced in 1997, Rib purchased one of the first, and when I saw him in June last year he had already ridden that bike close to 50,000 miles.

He was the ambassador for motorcycling all of us wanted to be and made so many friends throughout the years on his motorcycle journeys. Fifteen riders from Canada rode in to his funeral. Rib will forever be missed by all who met and knew him. Our most humble condolences to all of Rib's family. Godspeed Rib.

Sincerely,
Chuck Ewing

Team Leader: **Mike Barone** • team222cbx@comsact.net.com • Submit new articles by 3/15/08.

Cindy Simons 1990 GB500 and Mike Simons 1989 GB500

Cindy and Mike Simons



History

Seemingly not the least bit deterred by the poor sales of the FT500 due to its lackluster performance, Honda decided to introduce two more 500cc street singles in 1985, the XBR500 and the Japan domestic market only GB500 Tourist Trophy. Significantly different in appearance at first glance, a closer look unveiled both bikes to be rather close cousins, if not siblings. With the GB500 Honda recreated a classic look with the styling essence of the 1950s and 1960s British singles.

In 1989, Honda brought the GB500 to the United States in a slightly modified and updated version. The engine was still a short stroke, dry-sump version of the 1983 XR500 RFVC powerplant, fitted with electric start in addition to the kick-start. It had gear driven counter-balancers to reduce vibration and was fed through a 39mm CV carburetor.

Due to EPA mandates, an external pulse-air smog system was added to the outside of the engine. Carbon canisters

and a lean jetting satisfied emission requirements. Together with substantial muffling through the two-header exhaust, performance again was less than awe-inspiring. Although rated originally with 44 hp at the crank in the Japanese version, U.S. models did not deliver more than 33-35 hp at the rear wheel.

The Price Then and Now

Considerably overpriced at \$4,195.- (within a few hundred dollars of the same year 400cc CB-1 and the Hawk GT650), the little bike did not find many interested buyers. In order to boost sales, Honda reduced the price by \$500.- in 1990. This still was not enough to attract customers and Honda decided to discontinue the GB500 after the two year run. Remaining stock was dumped at close-out prices and one could snatch a brand-new GB500 for less than \$3,000. some as late as 1995. Original paperwork documents that our 1990 model was sold in August 1992 by Honda Northwest of Hilliard, Ohio for \$3,198 to a gentleman named Roland Millington.

....What's in your garage with those CBX(s)!



Anybody who bought a GB500 in the early 90s probably has not lost much money on the purchase as going prices for the little bike are hovering between \$3,500 and \$4,000 or above for decent condition samples. Mileage is usually low, because many bikes have been stored in garages as they were bought in appreciation of the design rather than the performance.

Performance

Having quite a job to do to haul around the 360 pounds of machine plus a rider, many GB500 engines ended up being hopped up taking advantage of the available performance and thing parts in the U.S. for XL/XR 500 and 600 bikes. Bolt-on 600cc top ends, hot camshafts, big carburetors and less restrictive exhausts (Supertrapp, e.g.) found their way on GB500s. Most of the performance upgrades also involved removing the air-pump and air box as well as some chassis improvements with stronger fork springs and rear shocks.

The Ride

Although reminiscent of a bygone era, the GB500 produces the Honda-typical refined ride of a street bike.

The relatively low clip-on handlebars may cause some wrist discomfort after a while, especially at low speed riding at extended times such as touring around town. Controls are easy to use and the instruments have a good visibility. The bike is fun to ride and quite smooth, even at higher speeds, surprising for a single cylinder "thumper". It is definitely not a "screamer", however, and being taken to redline constantly is not its strongest suit. A nice, winding country road on a sunny Sunday morning is the perfect setting to fully appreciate a stock GB500. We have added an inexpensive Viper fairing to each of the bikes to reduce the glare on the cockpit in bright

sunlight and to break the wind just a little. A gold pinstripe was applied to match the bike's design.

As far as looks are concerned, the GB500 is a truly beautiful bike and it will catch the attention of anyone really interested in motorcycles. Other markets outside the U.S. also had a 250 and a 400cc version of the GB model, which offered seating for two and a center stand for ease of maintenance. Corbin made a seat for two and rear footpegs could be adapted to convert the GB500 into a passenger carrying motorcycle.

Common Problems

1. Cam chains. The standard cam-chain tensioner is not very efficient and tends to wear out causing it to eat cam-chains even quicker.
2. The GB motor, like all the RFVC motors, suffers from marginal cam oiling. In low-stress street use, this isn't usually a problem. However, in high performance engines this will manifest itself with a worn third lobe and follower
3. Swingarm pivots. The sleeves used for these pivots are made of nylon, and wear out fairly quickly causing lots of rear-end movement.

Technical Specifications:

Engine: 498cc air-cooled, single cylinder four stroke, Bore x Stroke 92 x 75mm, Radial Four Valve Chamber (RFVC), Compression ratio 8.9:1, 38hp @7,500 rpm

Other: Transmission 5-speed; Chassis: Rake 30°, Trail 118mm; Wheels and Tires: Front 90/90-18, Rear 110/90-18, Spoke Wire Wheels; Fuel Tank 4.4 gal including 0.8 gal reserve; Dry weight 360 lbs



Travel

Team Leader: **Terry Lawley** • catlacdville@sbcglobal.net • Submit new articles by 3/15/08.



My First Motorcycle Trip Was Only 4,200 Miles!

Carol Steiner tells us all about her C2C Rally experiences with Roger on his 1982 CBX that had over 90,000 miles on it before the ICOA Coast 2 Coast Rally began.

Dr. Carol Steiner



Ready to depart

The Path To My First Motorcycle Trip Being Only 4,200 Miles

Until four years ago, I had successfully evaded getting on the back of my son's or son-in-laws motorcycle. Then I met Roger in the sunset years of my life here in Hawaii. As in any new relationship, when he asked if I wanted to go for a ride, I answered very enthusiastically, "Yes." As our courtship progressed, we often took short rides along the coast of the Makaha Valley. These rides were fun and of course I was game as we continued our plans toward marriage.

Starting last year, I began to hear about this Sea to Shining Sea adventure. Roger's enthusiasm for this trip knew no

limits. Not wanting to be left out, and not really wanting to commit myself to what I thought was a hair brained idea for a woman of my age, I put off making a decision. I implied that I guessed that I was going along with this motorcycle trip.

Are You Crazy

As our plans were shared with family and friends, I heard everything from "Are you crazy?" to "What a great adventure that will be." Knowing that if we didn't make our reservations soon and if I didn't commit myself completely, we were not going to make much headway. So I said, let the adventure begin.





Roger and I at an Indiana C2C stop

I had no riding gear so we needed to do some shopping, the best part of any trip. We waited until we arrived on the mainland and then the fun began. Finding boots was first on the agenda. Several hours and several stores later we found just the right boots. With Roger and I riding on the same bike, of course we had to "match." So two new jackets, two new helmets, two new sets of rain gear, and of course new gloves, and we were ready to hit the road..

Allowing for the fact that I had never ridden more than thirty-five miles at a time, I have to admit that looking at the map and realizing how far we had to go and how long it would take us just to get to the start of the C2C trip, I really had to question my sanity.

One Hour Into The Trip I Am Ready To Quit

Our first stop after an hour into the trip, I was ready to quit. Jackets, helmets, gloves, long pants, and boots and the temperature was already a hundred degrees. What was I doing on the back of a bike? But as we traveled towards meeting up with the rest of the group, I was ready each morning to get back on that bike and hit the road. We were able to visit with family and friends along the way.



Rest and recovery stop along the way



Helmet Hair And More

Rain, big cities, high temps and humidity, road construction and a different motel each night, just began to feel like an average day. Once we met up with the group, the dynamics of the trip changed again. Being hot, tired, and always ready for a break, socializing and eating as a group allowed for many memories. Laughing with each other as the sweat rolled down our faces and trying to salvage some sort of a hairdo when taking off our helmets only added more dimensions to the trip.

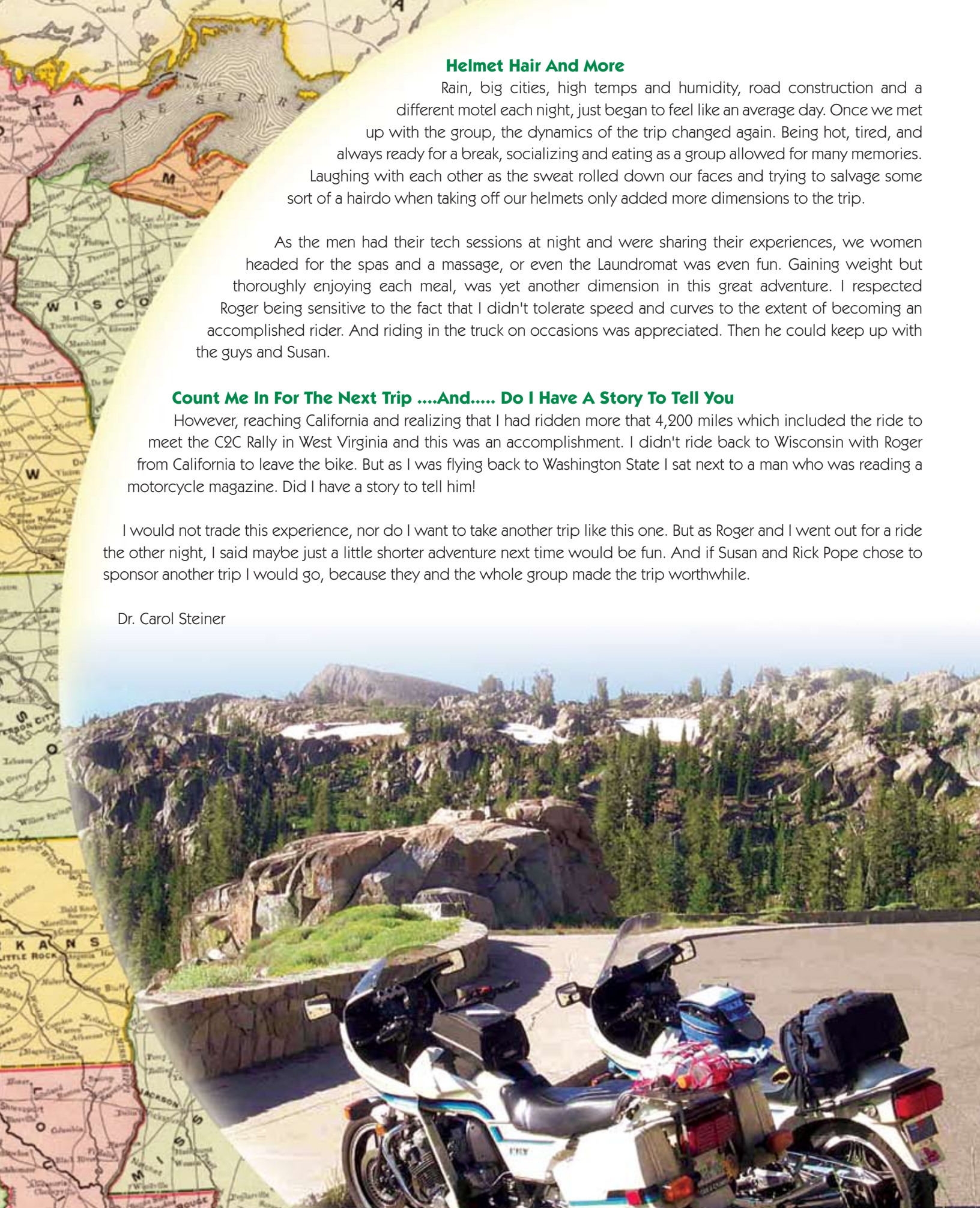
As the men had their tech sessions at night and were sharing their experiences, we women headed for the spas and a massage, or even the Laundromat was even fun. Gaining weight but thoroughly enjoying each meal, was yet another dimension in this great adventure. I respected Roger being sensitive to the fact that I didn't tolerate speed and curves to the extent of becoming an accomplished rider. And riding in the truck on occasions was appreciated. Then he could keep up with the guys and Susan.

Count Me In For The Next TripAnd..... Do I Have A Story To Tell You

However, reaching California and realizing that I had ridden more than 4,200 miles which included the ride to meet the C2C Rally in West Virginia and this was an accomplishment. I didn't ride back to Wisconsin with Roger from California to leave the bike. But as I was flying back to Washington State I sat next to a man who was reading a motorcycle magazine. Did I have a story to tell him!

I would not trade this experience, nor do I want to take another trip like this one. But as Roger and I went out for a ride the other night, I said maybe just a little shorter adventure next time would be fun. And if Susan and Rick Pope chose to sponsor another trip I would go, because they and the whole group made the trip worthwhile.

Dr. Carol Steiner



Rogers Steiners C2C Salespitch And Getting Prepared

Salespitch Went Something Like This

"First we are going to fly to Seattle, rent a car and drive to Spokane, pick up the Piper Cherokee and fly to Wisconsin?", Carol inquired. "Yup.", I said.

"Then we are going to ride the '82 CBX motorcycle over a thousand miles to the Atlantic Ocean in Maryland and meet up with a bunch of people I have never met?", Carol asked incredulously. "Yup.", I replied.

"Then we are going to ride all the way across the country on the CBX motorcycle to California and the Pacific Ocean on a CBX that has over 90,000 miles?", Carol asked in trepidation. "Yup. That's the plan.", I exclaimed.

"And then you have to take the CBX back to Wisconsin, the Piper Cherokee back to Spokane, and fly back to Hawaii?", Carol inquired. "It will be a great adventure!", I said encouragingly. "Let's do it!"

"Carol, let's take the '81 CBX for a ride and start getting used to riding long distances.", I offered. We have only ridden about thirty miles at a time here on the island of Oahu.

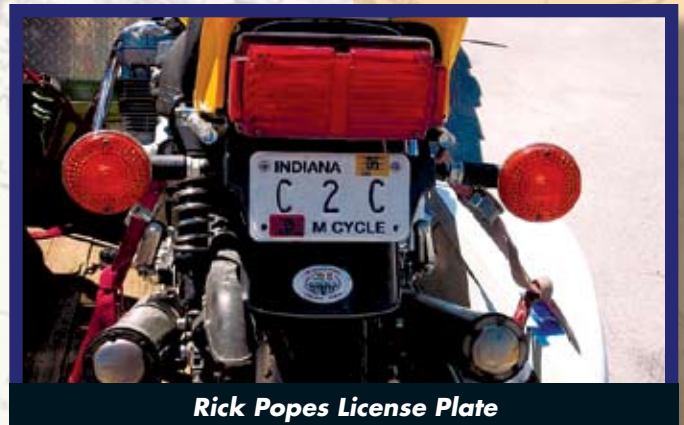
"How far are we going to ride each day on the mainland?, She queried. "200 to 250 miles or four to five hours a day. The rest will be sight seeing.", I proffered. "That is more miles than I have riding in my lifetime.", She announced.

I called my son in Wisconsin and asked him to get the CBX ready. New tires, rebuild the wheel cylinders, change the oil, find my riding gear, and dust off the helmet. I called my step son in Spokane and asked him to get the annual inspection completed on the Piper Cherokee and fill up the wing fuel tanks. A quick call to Hawaiian Airline and we had our tickets. Then I called all the motels on Rick Pope's list and made our reservations.

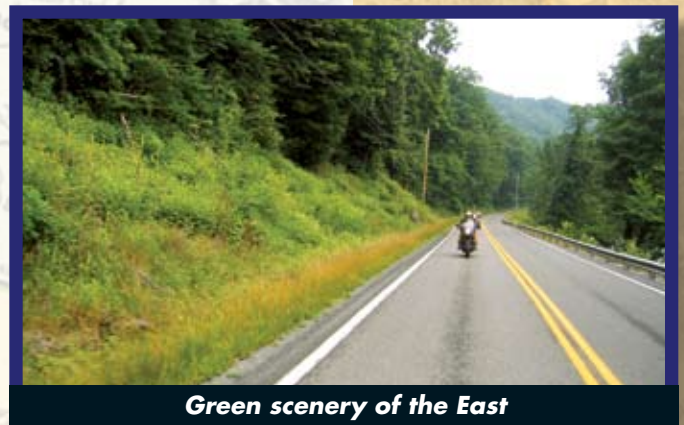
As with all plans, there were going to be changes. The Piper Cherokee was not ready on schedule and we lost three days getting to Wisconsin. The ride to meet Rick and Susan included rain and heat and we opted to meet the group in Parkersburg, West Virginia, at the third night's rest stop. We already had twelve hundred miles of motorcycle touring under our belts when the group came into Parkersburg.

At the completion of the journey, the CBX had traveled over 5,840 miles and now has 95,065 on the odometer.

Grandpa Steiner
Hawaii



Rick Popes License Plate



Green scenery of the East



Rain coming over curbs in Indiana



C2C and my first real motorcycle ride is over

Mickey Cohen Pictorial Update.....

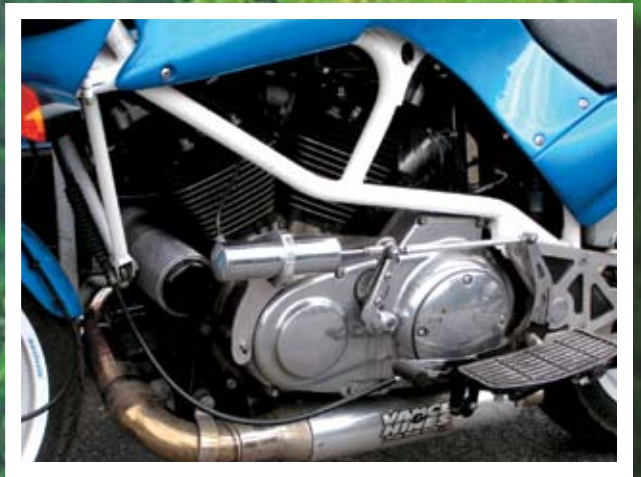
He's Recovered....He's Back

As most of you know Mickey was in a terrible motorcycle accident in Colorado a few years back on his way to Alaska ...and lost part of his left leg as a result.

We am pleased to show you pictures which clearly show his progress at the 2007 Wellsboro, PA Rally.....where he rode is Buell sidecar every mile of the rides.

Simply Amazing.....







2007 B2B

ICOAs Border 2 Border Rally

California to British Columbia and Back on CBXs, Ten Days with George Dillaway and Living Through It, then Meeting So Many Great CBXers Along The Way....Does It Get Any Better Than This!

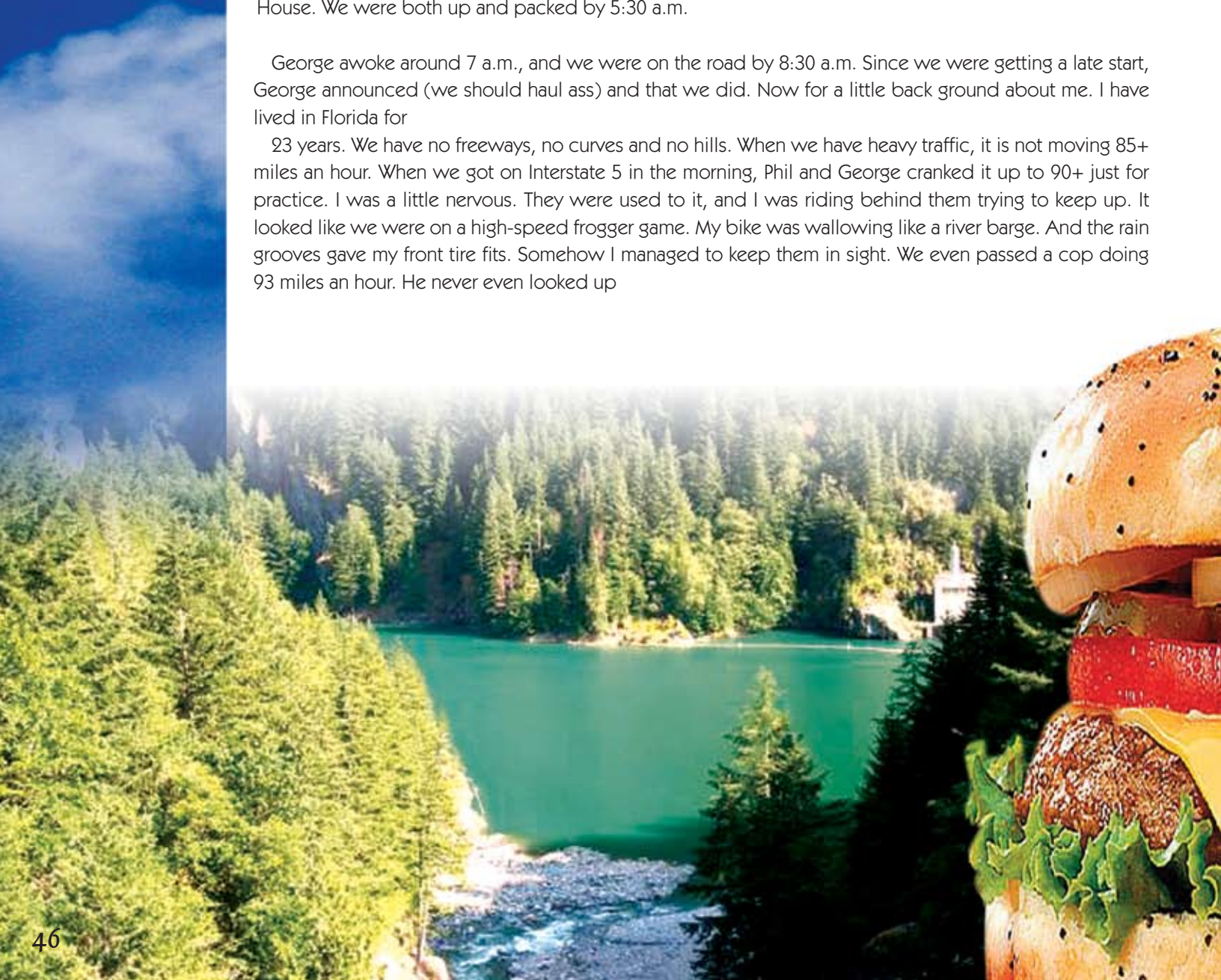
By: Dan Zielinski

Day 1: 90mph at 5:00 In The Morning.... Will I Live To Day Two Of This Rally?

It was dark in Chula Vista we were working the day watch out of bunco. Our Captain's name was George Dillaway, and he was still asleep. It was decided Saturday night we would get an early start on Sunday and get to the Rock Store for an early lunch. So Phil Tabor (Falldown Phil) and I spent the night at George's House. We were both up and packed by 5:30 a.m.

George awoke around 7 a.m., and we were on the road by 8:30 a.m. Since we were getting a late start, George announced (we should haul ass) and that we did. Now for a little back ground about me. I have lived in Florida for

23 years. We have no freeways, no curves and no hills. When we have heavy traffic, it is not moving 85+ miles an hour. When we got on Interstate 5 in the morning, Phil and George cranked it up to 90+ just for practice. I was a little nervous. They were used to it, and I was riding behind them trying to keep up. It looked like we were on a high-speed frogger game. My bike was wallowing like a river barge. And the rain grooves gave my front tire fits. Somehow I managed to keep them in sight. We even passed a cop doing 93 miles an hour. He never even looked up



I thought to myself this would be a long week if I lived. After what seemed to be a few minutes, we left the freeway and stopped at Phil's house in Marina Del Ray. Then we headed to the Rock Store at a little slower pace. We had a quick lunch and met up with a group of other CBXers; including Gary Allen and Darrell Peck. Sorry, I don't remember the names of the others, but they wished George and I well and also wished they were riding along with us.

Phil decided to ride with us the rest of the day, so we headed in the direction of Frasier Park. Thank God George and Phil decided to take it easy (ha ha). We were on a road with more hills and turns than I have seen in years...25 to 30 mile an hour turns we were taking at 60+. Man was I out of practice.

But all in all these were great roads. No traffic, no loose gravel, and no guard rails; but I thought to myself if I crash, they couldn't even land a helicopter there if they ever found my body at the bottom of the 500 foot cliff. I was scraping things on my bike that were never meant to be scraped unless it fell over, but I did manage to make it to Frasier Park upright.

Day 2: Still Alive Since George Slows Down To Eat Every So Often

Phil left us the day before, so it was just George and I for the trip. I told George that my bike was not set up for this kind of riding. He suggested checking the pressure in the rear shock. He said it should run about 40 pounds. When I checked it,

it was only 16 pounds...well that explains the scraping. We headed out of Frasier Park. More great roads, lots of elevation changes and no traffic. We didn't see another car for hours, and I was getting a little hungry. Then off in the distance I saw an oasis in the desert... "THE BURGER BARN." For those who don't know me, I live on hamburgers and pizza, and I have had both at some of the finest places on earth. The burger barn has to have the best burger I have ever eaten...bar none. It was definite a 5+ star dining establishment.

After a few more hours we hit the Pacific Coast Highway. Absolutely beautiful scenery; one of the greatest roads of all time, lots of traffic but worth it. We rode for a while, and George decided to stop at Hearst Castle. He had been there before, but it had been a while ago, so we signed up for a tour. It is really an incredible place, and hard to believe it was a private house at one time. It was getting very hot, so I was glad to get riding again to cool off a little. We rode a few more hours and stopped in Ben Lomond for the night. The town closed up for the night at 9 p.m., and it was 8:50 when we went looking for food. No hamburgers or pizza that night, but luckily we found a Mexican place that was open to 10:00 that was actually quite good.

Day 3: Geeee; George Needs Brake Pads.... Imagine That

Today was going to be a maintenance day. George's bike needed brake pads, so we were going to look up Honda dealers to see if we could find some. But since we were so





close, we decided to stop at Alice's Restaurant for lunch (good hamburger but nothing like the Burger Barn). We rode up the interstate to San Jose looking for Honda dealers. When we found one, they didn't have brake pads, but they called ahead to a Honda dealer. So we ordered a set we could pick up later. After we left there we stopped at a Cragens Auto parts store and a Home Depot to get supplies. We got back on the interstate heading for Corning, California. We rode about an hour when we came to a toll booth.

George discovered he forgot his wallet at the Home Depot, so after a frantic call they confirmed they had it. George went back to get it and I headed up to Corning to wait for him at the Flying J. It was hot when I got there (106 degrees). I spotted a Days Inn across from the Flying J, and I decided since it was after 4:00 I would just get a room and call it a day...and the air conditioning felt great.

Day 4: Georges MIA Tent

We got up early, and George got his brake changed. George told me when I left Florida to bring a tent and a sleeping bag because he wanted to do some camping; so I did. But George didn't, so we stopped at the Wal-Mart so he could buy a tent and a sleeping bag. We got back on the 5 climbing up and over Mt. Shasta. We stopped at the Weed Airport to see the plane (the only one they had). We stopped at the Black Bear diner for lunch...tiny bear statues everywhere, very large hamburger, so-so quality. Then we stopped at a place called "Heaven on Earth" so George could have a milk shake. We ended up at a KOA in Withop, Washington. It was a very nice place by the river, and I finally got to use the tent I hauled for 3000 miles

Day 5: Can I Order The All New BMW 6 Cylinder Today?

Another leisurely day on tap. Stopped by a BMW dealer. George tried to put a deposit down on a 6 cylinder BMW. Then we rode up to Everett Washington and met up with Terry Lawley for lunch at Applebees. He was coming back from a week long adventure himself. We tried to talk him in to coming with us to Canada, but he had to get back home.



Day 6: Neat Ole Cars and I Am Still Alive!

After an early start, it was a nice back road day all the way to Canada. We stopped at a real neat car museum run by a very nice old man. He had a variety of cars there from a model A Ford to a 72 Honda Civic. We ended the day at the rally in Nakusp.

Day 7 and 8: Made It To BC and Canadian CBXers Are Great!

Spent the next 2 days hanging with the Canadians... a great bunch of guys. We had a ball. We went on a group ride, and I tried as hard as I could to keep up the lead pack. They ran off and left me. I was leading the second pack when we rounded a corner to see 3 people standing the road wearing orange vests. One old man was holding a stop sign and a man and a woman were painting the road with orange spray cans.

Like a dummy, I stopped only to be screamed at for being a hooligan and riding like a mad man (I guess the first group passed by him at twice the speed limit and shook him up a bit). As I was pulling away, I asked him how far behind the first group I was. He was so mad at me he took a swing at me with his stop sign. About 2 miles down the road we passed a group of riders headed towards the old man at warp speed. I chuckled a little to myself (poor old guy). When I caught up



Rock Store parking lot

with the first group, George was missing.

The last anyone had seen of him, he was pulled off the side of the road taking pictures. We waited for a while, and then a few of the guys decided he must be lost or broken down, so they went looking for him. About a 1/2 hour later the search party returned with George in tow. Seems when he was done taking pictures, a blue bike passed him going the other way. Thinking it was the guy we were with on the blue F J Yamaha, and something must be wrong, he headed out after the guy chasing him for about 15 miles. They came to a small town, and George found out the guys BMW was really fast.

George contemplating our next shortcut





Left to Right/Counter Clockwise: Ron Moropito's girlfriend Dianne, Terry Muskopf, George Dilloway, Pete Johnson, Phil Johnson, Tony MacNeill, John Seltzer, Jason Scopelleti, Harry Meyer, Dan Zielinski and Ron Moropito

Day 9: Back Roads and Less

George and I headed out from Naksup to start our border to border. After pouring over the maps, we discovered there was no easy way to get there from here. So we decided to ride about 350 miles east to Mile River Alberta and run I -15 from there to Mexico.

We spent another day on back roads. By this time I was getting really tired of corners and longed for some nice straight interstates. We did have a small break when we took the ferry across Lake Kootenay about a 45-minute ride. It was about 7 pm when we pulled into Mile River.

Day 10: It Ain't Over, Til It's Over.....The Border 2 Border Ride Home

The plan was to get up early and to haul ass, however the Iron butt requires a time stamp to officially start your ride. Well in Milk River everything was closed until 7 a.m. So we got a good rest, had breakfast and hit the U. S border at 8 a.m. George and I decided that since I couldn't really get lost (just had to follow 15 all the way to Mexico), we would split up. He would (haul ass) and I would be a little slower, and we would leave phone messages at the gas stops if we had trouble. Well George hit the border and wound it up to about 90. I stayed about 70-75 miles an hour. The first few stops we just missed each other.

I was doing faster gas stops, and he was faster on the road. About mid day it was getting hot, so I pulled in to a Pilot truck stop, and I saw George's bike parked by the drivers lounge. He was inside eating ice cream and watching TV. He told me it was too hot to go on and he wanted to get a room and get up and get an early start in the morning and haul ass. Well I knew if I did that I would never be able to keep up and we would hit LA traffic. And I would probably not make it, so I said I was going to keep going. So we rode together for the next two gas stops, and George decided he had enough. He ended up getting a room in Mesquite Nevada and I continued onward.

It was dark by then and cooling off a little bit; although going thru Vegas and from Vegas to Barstow, California at 3 a.m., it felt like it was over 100 degrees. I was glad I didn't wait until morning. I was making great time until about 100 miles from the Mexican border when traffic started to back up. I did the lane splitting thing for about 40 miles as all the cars were bumper to bumper at 10 miles an hour. Traffic thinned a bit near San Diego and I made it to the Mexican border about 8am. I crossed the border and found a gas station for my ending receipt at 8:14 a.m.

I did 1486 miles in 26 hours and 14 minutes and I was glad to be finished..... well almost...I still had to get back to my uncle's in Chula Vista before I could rest. Getting into Mexico was no problem. You just ride in, and no one even checks. Coming back across the border, however, I found the traffic was backed up for miles. It took about an hour to get back across and, I arrived at my uncle's about 10:00 a.m.

I tried to call George from Mexico at 8 a.m. He was still in the hotel in Nevada. I told him I hope he makes it. We were trying for a border to border insanity which meant we had 24 hours to make it, but we still could get a border to border certificate if we made it in 36 hours. George made it with about 1 hour to spare.

All in all it was a great way to spend 10 days ... (would I do it again)absolutely..... but not in July.....

- Dan Zielinski



George's House



This wonderful B2B cake was prepared for Dan by his wife Vikki and sums up how we all feel about this historic CBX journey. We all thank you for this article and taking us along. - editor





Very Special CBXer Stories

A Sons Love for His Father and CBXs

My name is James Fox and I own a '79, and '81 Honda CBX. I live in Florida and I work on my motorcycles with my father (Charley) in his garage. My dad owns a '79 CBX along with a 2002 Sportster. The reason I decided to write this story is because these CBX projects have been a labor of love for my father and me. The time we have shared, and all of this, will stay with us the rest of our lives. I really hope my story will be considered for the ICOA member magazine. It would mean so much to my dad, and I would like for him to know that it was told to the world because of me.

It has meant a lot to me to see our bikes, and our relationships evolve because we took the time to work on them. Most all of the work we do to the bikes, we do ourselves. We might not have the most chrome on our bikes or the most expensive paint jobs, but we really like what we do on our CBXs, because we do it together. We also like to read the ICOA Xpress member magazines and consider items in it for our CBXs.



Maybe some one will read this story and be inspired by us to work on their bike with their son. I have included details on what we have done with our CBX and photos for everyone. If you have any thing you would like to know, or have any questions, please feel free to send me an e-mail because I love to talk about bikes. Thank you for your time and consideration.

My Fathers 1979 CBX

The '79 that my father rides to this day he bought new as a leftover in '81, which he has left primarily stock, with the exception of a hand made swing arm, and rear tire. We do everything on a tight budget, but we do everything together. Most all of the work we do to the bikes we do our selves. On my father's '79 he added a hand built sissy bar.

The swing arm he made for racing in the '80s, but later added in 2000. The Cosman rim was used when he raced the bike, but he later added it along with a street 180 tire. The fuse cover he made using our drill press at the same time as I made mine for the '81. Other than that, the changes made were made for style, performance, or as necessity mandated. All three bikes have black as the primary color and green pinstripe. Each bike looks unique, but some how they all go together.



OUR FAMILY AND CBX PICTURES FROM "BACK IN THE DAY"

My 1979 CBX

My dad bought the '79 that I drive back in November of '78. It has been in our family for almost twenty nine years, and will stay that way until I give it to my son. On the '79 we completely rebuilt the engine, frame, and major components. Everything that was painted was either painted together, or I painted myself. The exhaust system was made by my dad. There are various billet parts on the bike that were hand made by either one of us including the hand grips, taillight mounting bracket, and the "CBX" letters on the side cover. I switched the rims from the '79 with the rims on the '81 for various reasons. Back in 2000, when I was sixteen, I decided that I wanted to work with my dad to restore a '79 that he had sitting under our house in Arkansas.

I worked on the bike off and on for a year trying to clean things up, find the missing parts, and basically decide where I wanted to take the project. In 2001 we moved from Arkansas to Florida, and took the bike with us. The bike did not move forward in the restoration until about the time I turned eighteen. In the summer of 2002 my dad and I work diligently taking all the parts off the bike to get to the frame. From there we split up the jobs. I would clean, and take apart things from the bike that I knew what to do with, paint the part, and put them back together. In the mean time my father got to work breaking down the engine. We had to spend a lot of time working on the engine because the number six cylinder was blown while at the drag strip sometime in the early nineties. The lower and upper cases were split apart and cleaned out.

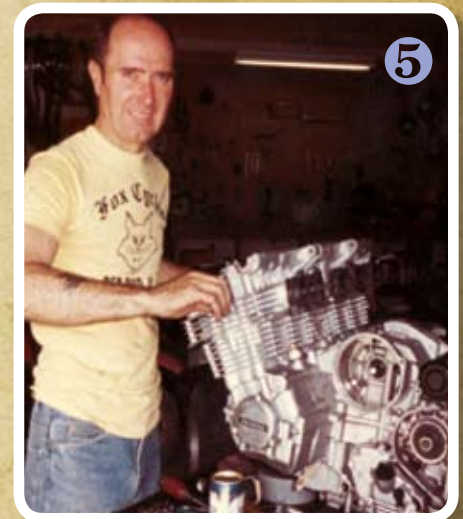
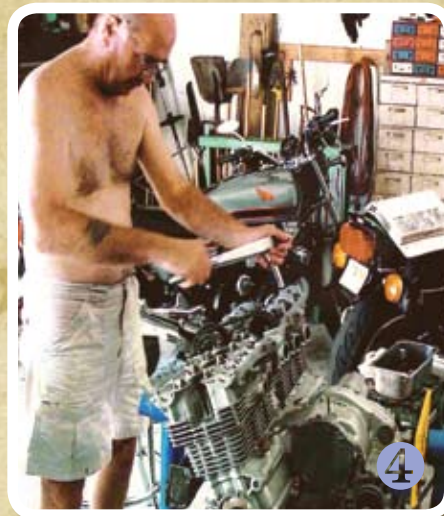
The internals were cleaned, inspected and re-installed. We eventually bought an engine off the internet the supplied us with an undamaged upper case. The pistons and cylinders were both for racing, so they had to be removed as well. After finding a stock set of heads, and fixing a broken valve cover we had a chance to paint the engine ourselves. After our engine was finished, I installed it to the frame that I freshly painted. After the big parts were out of the way we purchased a sandblasting cabinet that really started to move things forward. I blasted everything from the rims to the triple trees, to the battery box. Slowly the bike came together and was becoming recognizable as a CBX.



- 1 My 79 at the track in 1986
- 2 My dad and his brother drag racing the CBX in the early 1980s
- 3 That's me at 2 years old working on a CBX
- 4 My Dads CBX Turbo Dragster
- 5 My Dad, Sister and Me



RESTORATION



- 1 Trying to get oil up to the valves
- 2 Dad and I cleaning the engine before paint
- 3 My 79 with turbo and dad wrenching in back
- 4 Dad working on valves
- 5 Dad and engine
- 6 Fresh paint on frame and engine



My dad and I tried to make mechanical improvements as we went along, but still maintaining a modest budget. We relocated the coils, removed the air box, and even experimented with carburetor systems. My dad hand made the exhaust system into a truly unique style, while still incorporating parts of the stock pipes. It is not too loud when running the bike, but the start up is a perfect blend of tone and rumble. Early in 2006 I finally decided that I was finished working on my '79 and that everything was complete with the exception of a few minor details.

Later that summer I entered the bike in its first bike show, which also happened to be mine as well, under the influence of my father's persuasion. To my surprise it wound up winning the first place in the people's choice award. Since then I have made a few changes here and there.

My 1981 CBX

On the '81 I painted the tank, fenders, side covers, and tail section. As you all remember, the '81 came stock with a full faring

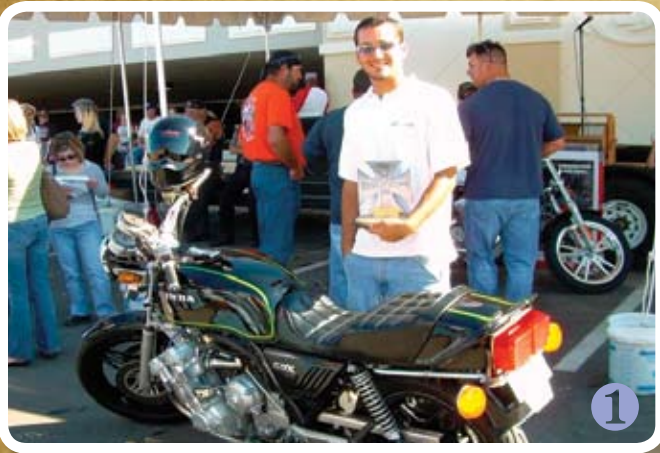
TODAY

and saddlebags. I did not like the look of a cruiser, so I took all the excess parts off the bike and stashed them in our attic.

The tail section I hand made from my own imagination, and available equipment. The exhaust system is a modified set of headers that my dad used to race the '79. The Honda stock canister is a Flea market find of just \$5! There are also touches of billet in and on the front end. In 2004 my father purchased an '81 CBX that he gave to me as a gift. I started to customize my new bike, which began to take time from my '79. I ride both bikes as much as I can, switching between the two. Just recently I finished painting the tank, fender, side covers, and hand made tail section on my '81 to match my dad's, and my '79. Every thing polished on the bike was done we done together.

James Fox

I am sure everyone wants to hear all about Charlie Fox, his CBXs, and the way it was back in the early 1980s drag racing. We are working on this. – editor



- ① My 79 at the bike show
- ② My 81, dads 79 and y 79 in back
- ③ All three today
- ④ First ride together





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