

# CBX press

Spring 2007  
Volume 27 • Number 1

Dedicated To The Preservation Of The CBX Motorcycle

Hideshi Chihara's Ongoing  
Quest For RCBX 166



## ALSO INSIDE THIS ISSUE



Sven's Amazing  
CBX Chopper.



Ian Foster Uses His  
ICOA Press Pass To  
Bring Us Great Coverage  
Of Honda's Museum.

French Club Xpose, Pete Rose Restoration Article, C2C Part 2 & much more...

**3 Director's Editorial**

- Mike Barone

**4 2007 Rallies**

**6 CBX Club De France**

- JP Grasmuck

**10 Restoration Team  
The Perfect 100 Point Restoration  
of The Legendary CBX: Part 5**

- Pete Rose

**16 Centerfold  
Hideshi Chihara's Ongoing Quest  
For The RCBX 166**

- Kazuhiro Torikai

**20 C2C  
How It Came tT Be**

- Rick Pope

**What It Meant To Me**

- Dan Carr

**23 Stan Carpenter R.I.P  
Founder of the International CBX  
Owners Club - January 1982**

- Tony MacNeill  
- Fay Carpenter

**24 Travel  
Honda Museum**

- Ian Foster

**26 Very Special CBX's  
Garage project CBX Chopper**

- Sven-Erik Erikson

**29 Preview for next issue ...**

**30 Upgrade!  
Wilbers Shock for ProLink CBX**

- Aaron Barrett

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6



16

26



30

Cover Photo: Hideshi Chihara's RCBX 166

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 encourage all of you to make plans now to attend an ICOA Rally in 2007. We have five Nationals this year in Vermont, Virginia, Colorado, Georgia and California. Rallies are the absolute best part of owning a CBX. Check the ICOA Web site for the most up to date listings ([www.cbxclub.com](http://www.cbxclub.com))

All of your memberships were extended to cover the missing issues last year. Please check the envelope your Xpress was sent in for your membership number and the last issue you will receive before your membership lapses. Thank you for understanding.

On a very sad note ICOAs first Director Stan Carpenter passed away. He was and will always be CBXer number one. A dedication to him is included in this issue and this is accompanied by a letter to all CBXers from his wife Fay.

*Mike Barone*

Membership	Rallies	Advertising	Travel
<b>Bill Hertling</b> <a href="mailto:icoamembership@hargray.com">icoamembership@hargray.com</a> All membership questions or items such as email or regular mail changes.	<b>Dan Carr</b> <a href="mailto:danielc194@aol.com">danielc194@aol.com</a> Want to host an ICOA Rally or have a question on our Rallies?	<b>Larry Zimmer</b> <a href="mailto:cbxlarry@sbcglobal.net">cbxlarry@sbcglobal.net</a> Want to place an ad or know a company that might like to advertise in our magazine?	<b>Chris Burrows</b> <a href="mailto:cburrows@cbx.com">cburrows@cbx.com</a> 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 scoll 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** • 50% – 75% OFF WEB SPECIAL! Expires on June 10, 2007. Includes all items.

**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 ..... \$32
- 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:

**ICOA Membership**  
Box 2826  
Bluffton, SC 29909

Email: [icoamembership@hargray.com](mailto:icoamembership@hargray.com)



# 2007 IOCA Rallies

Team Leader: **Dan Carr** • [danielc194@aol.com](mailto:danielc194@aol.com) • Submit new articles by 05/15/07.

Rally Schedule for this Fall (September-November) see Summer Xpress or go to the IOCA web site <http://www.cbxclub.com>

## Virginia East Coast National

June 6-11, 2007

E me on any questions:  
[bikemike@swva.net](mailto:bikemike@swva.net)



## Vermont National Rally

July 16-22, 2007

Louis Mintrone  
352-522-0030



VIRGINIA

### Radford Inn

1501 Tyler Avenue, Radford, Virginia, 24141-5007, US  
Phone: 540-639-3000 – Fax: 540-633-0251  
Toll Free Reservations: 800-628-1955

### THE PROMISE

Mark the 6th - 10th of June 2007 on your calendars. That's when you and your'n are invited to attend the 2007 International CBX Owners East Coast National Rally in beautiful Southwest Virginia. Picture roads better than Marlinton, EVERYTHING better than Morganton, and easy interstate highway access. Generally more beautiful, uncrowded, unpatrolled roads than you ever imagined could exist. You won't need your trailer - this rally is all about the riding! And the weather...early June is a beautiful time, not as hot as Morganton and not as rainy as Marlinton.

### THE RIDES & THINGS TO SEE

Roads! When Cycle World's Peter Egan came to our area a year ago to ride the Crooked Road, Virginia's Heritage Music Trail, he said, "If these curves were a drug, they'd be illegal." <http://www.thecrookedroad.org/> Examples of the best roads on the East Coast include SR 311 with its back-to-back crossings of Potts and Peters Mountains, like fast and gorgeous SR-42 through one of Virginia's most attractive and sparsely populated long valleys, like famed US-52 over Big Walker Mountain, and like US-58 through the rooftop of Virginia, the Mount Rogers National Recreation Area.

And of course there is the famed Blue Ridge Parkway, and riding SR-16 is one of the finest, most challenging rides anywhere (Deal's Gap without the marketing!), plus Big Walker Mountain, Potts Mountain. Seeing Burkes Garden, Grayson Highlands Park, the historic New River.

Cost is a \$20 per member including one passenger guest donation to cover Rally Insurance. Non Members \$35.

### Vermont Motor Lodge

Bennington, Vermont – [www.thevermontermotorlodge.com](http://www.thevermontermotorlodge.com)  
Phone: 1-802-442-2529 – Rally Hosts: Louis and Joe Mintrone

### RALLY SITE & ROOMS

We are set up at the Vermont Motor Lodge. We have booked the whole hotel for July 16th thru the 22nd. You can go to the web page [www.thevermontermotorlodge.com](http://www.thevermontermotorlodge.com). All rooms are \$69.00 and there are cabins as well and they are the same price. Ask for Roger and tell him you are with the CBX Motorcycle group ( CLUB). When you look at their web page you will see that they are set up on 16 acres with plenty of parking for trucks/cars and trailers.

### LOTS TO DO THERE

There is so much to do there and great roads for riding. Joe is setting up some maps of the best roads. Also we are trying to get a private tour with Hemmings Motor News/cars museum which is in Bennington as well. Bennington has many things to see. We are also trying to set up a thing with Joes friend who owns a Brew Pub. I will post more as I get more info. The phone # is 1-802-442-2529

### YOU ARE INVITED

This National is an IOCA event and will have rally insurance, but everyone is invited so make reservations early because there only 28 rooms at this hotel. The owner also has another one as well so we have extra rooms at that one, but it is 9 miles away. So be the first to reserve and get the best rooms. Cost is a \$20 per member including one passenger guest donation to cover Rally Insurance. Non Members \$35.

VERMONT

### FALL RALLY SCHEDULE DETAILS

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

## Colorado National Rally



August 22 - 26, 2007  
Chris Sharp  
jedsharp@comcast.net  
Tel.: (303) 678-5373.

### Estes Park & Steamboat Springs, Colorado

#### THE PLAN & RIDES

Some of the highlights of this years ride will be Trail Ridge Road, Rabbit Ears Pass, Estes Park and Steamboat Springs. Its gonna be a fun little adventure.

Right now, it looks like an area canyon ride on the afternoon of Wednesday August 22nd. The canyon ride is optional and after that ride, we will all meet up in Estes Park and stay there that evening.

The next morning (the 23rd) we will leave from Estes Park and travel through Rocky Mountain National Park via Trail Ridge Road to Steamboat Springs. Friday the 24th the ride will head back to Estes Park. The rides from Estes Park to Steamboat and from Steamboat back to Estes Park are 140 miles each way. Estes Park is about 35 miles outside of Longmont and about 75 miles from Denver. Returning back to Estes Park on Friday will allow riders to hang out there Friday night as well as Saturday if they wish. That will allow flexibility for people coming and going from long distance while at the same time, avoiding most of the weekend tourist traffic.

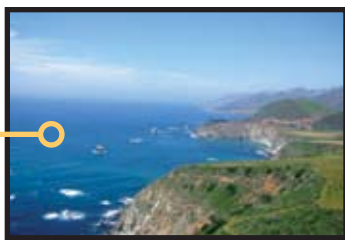
The Colorado Mountains National will be a unique ride that will be remembered for a long time.

#### WHERE TO STAY

We're working on this, and will have it settled soon - keep in touch via the ICOA web site <http://www.cbxclub.com/> Cost is a \$20 per member including one passenger guest donation to cover Rally Insurance. Non Members \$35.

## California to British Columbia Rally

June 29 - July 8  
George Dillaway  
cbxtacy@yahoo.com



This could be the CBX ride of a lifetime. Coast to Coast through the most beautiful scenery the United States has to offer. Yupppp... Southern California to British Columbia. Ride the entire event or simply join in one of the rally stopping places near you. This is indeed ICOA and CBXer history. Chase truck provided. Fri/Sat-Jun 29/30:

**Fri/Sat-Jun 29/30:** Get together at the Seacoast Inn in Imperial Beach. It's on the beach between San Diego and Tijuana. Cook out, eat in, ogle scantily clad, promiscuous beach babes sauntering

down the boardwalk. Take photos of George in his speedo. V12 CBX may be there also. Go for rides. The aerospace and automotive museum at Balboa Park.

**Sun-Jul 1:** Early to rise and head up to the Rock Store for breakfast. It's a good 2 hour ride. From there a nice ride through the hills, Angeles Nat Forest and Los Padres Nat Forest. We will end up in Frazier Park. The chase truck will be taking the easy route and meeting us in the evening so we don't have to pack a lot on the bikes.

**Mon-Jul 2:** Riding back roads to Santa Maria, visiting Neverland (just kidding), the coast road to Monterey for dinner, and staying at the Brookdale Lodge. The restaurant at the lodge is closed mon/tues.

**Tues-Jul 3:** Riding into San Francisco for breakfast and then up the coast to Eureka.

**Wed-Jul 4:** Go in to Grants Pass for fireworks and stay the night. There's many ways to get there and we'll decide on that in the morn, depending on weather.

**Thur-Jul 5:** After a late start, destination Canada. Straight up the interstate.

**Fri/Sat-Jul 6/7:** Makin Like a Canadian.

**Sun-Jul 8:** I am doing my border to border insanity south to Mexico. Hopefully I'll be home Sunday night. The chase truck will leave also and should be in San Diego on Monday evening. When I get to Tijuana, I might turn around and go find the chase truck, put my bike on the trailer, and ride back with them.

Please check the ICOA web site for latest updates. Cost is a \$10 per member including one passenger guest donation to cover Rally Insurance. Non Members \$20.

## Mid-Ohio Vintage Days

July 28-30 2007  
Jeff Davis  
(614) 369-2495  
dododavis@msn.com



#### EATS

Lunch will be served at the Honda Pavillion, from 11:30 to 1:00 on Saturday and Sunday. A nominal fee per person will be charged to cover costs. PLEASE call Jeff if you can attend lunch, so he can plan! Hope to see you at the track! Get more information at Mid-Ohio's website [www.midohio.com](http://www.midohio.com)

#### WHERE TO STAY

We have reserved 25 rooms (20 doubles and 5 kings) for the weekend of July 28-30 at Knights Inn on 555 N. Trimble Rd., Mansfield OH, phone 419-529-2100. Room rate is \$85 per night and reservations must be made by 06/10/07. When reserving rooms be sure to ask for the "Ohio CBX Chapter" rooms.



# CBX Club D

After featuring the CBX clubs of England and Germany, we now take a close look at the French club which, like its neighbors, quickly celebrated the uniqueness of the mighty 6 in its own way. Even though there is practically no motorcycle manufacturer left in France, this country has a long history and tradition with motorcycles which was revived in the late sixties and has grown steadily ever since.

Motorcycles are very popular in France, not only as a hobby but as basic transportation due to their practicality in traffic and low cost to operate in a country where gas is quite expensive. Like their European counterparts, the French riders are fascinated by mechanical achievement and therefore, the CBX cult status comes as no surprise!



# Le France

## **Creation of the Club and the European CBX Community**

The CBX CLUB DE FRANCE was created in the small city of Maron near Nancy in the Lorraine region of Northeastern France by Jean Marie Lambomez on April 19, 1989. It was then the very first independent CBX club in Europe. Thanks to numerous new club members in its first year, it grew rapidly to reach 150 members by 1991. Jean Marie was also an ICOA member and after several meetings with Peter Broad, who then was the ICOA director for Great Britain, they both decided to organize the first European CBX Rally in France.

Therefore, on the weekend of August 30, 1991, the very first European CBX Rally took place in Pont a Mousson (near Nancy, France). This event was jointly prepared by Jean Marie and Peter and was a huge success, well beyond their expectations. Try to imagine no less than 168 CBXs howling in the Lorraine country back roads, coming from all over Europe – Great Britain, Germany, Holland, Denmark, Switzerland, and of course the four corners of France.

Encouraged by the rally's success and the rich cultural diversity among CBX participants, the CBX CLUB DE FRANCE pursued its development and a close relationship with its European neighbors by participating at their meetings and local rallies. This, in turn, encouraged others to start their own CBX clubs, such as Germany, which organized in 1992 at the 2nd European CBX rally and founded their own club the same year under Udo Galkowski leadership (first president of the CBX Club of Germany).

Since then, European CBX Clubs have taken their turn in organizing the annual meeting, with a 5-year cycle. It took place on French soil again in 1996 (Bourg Saint Andeol/Ardeche) and in Paris in 2001. This rally, called Euro Meeting, was held in Schwytz, Switzerland in 2004 and took place in Denmark in the summer of 2005. So, there is now a very active CBX community in Europe.

## **How Does It Function?**

There is a management committee (Bureau) made up of approximately 10 volunteers elected by the membership during the annual general meeting and each one has a specific position and well defined duties. In 1993, Eric Baudin took over the presidency after Jean Marie and remained at the helm for 7 years, during which the club took on a new dimension and grew with a different philosophy.

With the new millennium, Eric wished to pass the torch to a new successor, being rightfully exhausted. In 2000, Farouk Denene, already a committee member and encouraged by his colleagues, became the new president. He took over with a lot of motivation and dynamism. But, as often happens in non-profit organizations with volunteers donating their free time, he resigned in 2004. In order to keep the club on track, Eric Baudin came back from retirement to lead a newly structured club, delegating more tasks to the managing committee at scheduled meetings where each member contributes positively to move the club forward.

The club currently has 260 members with an average of 60 new members per year and almost as many leaving. Generally, this is due to the sale of their CBX or for health reasons.

Our club membership entails a special discount with many vendors of accessories, motorcycle dealerships, and custom parts builders, special insurance rates negotiated under the "Collector" status, a very nice color magazine called "Le Maillon" (The Link) published 4 times per year, and technical assistance for repair, improvement, and restoration.

## Member Profiles

Most of the members live on the mainland, but some of them are in old French colonies scattered around the globe or expatriates. About a dozen of them live in Belgium and Switzerland. Most are motivated to join by the club for "Le Maillon" magazine and to get valuable help and technical guidance. Unfortunately, French members do not use their CBXs as much in comparison to some of their friends living across the borders.

In the past, national rallies were not attracting more than 30 CBXs and it was usually the same members showing up, but lately the last events seem to have reversed this trend as more new members are joining, especially during vintage bikes shows and races (Trophees Jumeaux). This is one encouraging sign of a healthier club. As for other European CBX rallies, it is often the same group showing up every year to gather among their other friends from the old continent.

## Which CBX are Most Common?

A majority favors the early Z model or A ('79-'80). Next would be the first year edition of the grey pro-link model ('81). However, it is common to find more eclectic bikes featuring quite a few modifications or customized to the owner's taste (what the French call "tuning"). Since George Martin is a native, his CBX creation, the Moto Martin, is highly popular and on many wish lists, but is becoming very hard to find, especially the real ones registered as Moto Martin as opposed to the Martin assembled from the various chassis kits sold by Mr. Martin in the eighties. A few lucky ones own several CBXs and other rides, vintage classics or more contemporary bikes.

Many members customize their CBX by necessity since the stock part supply is dwindling and getting very expensive, so instead, they update with more recent wheels, brakes, suspension, etc. For several years now, many CBXs have been upgraded in order to provide a chassis up to the task for this marvelous engine. These customized CBXs are usually transformed by real experts and the results are quite amazing by the work quality and creativity of their owners. These special CBXs are often displayed in national or regional shows and rallies. (See [www.club-cbx.fr.st](http://www.club-cbx.fr.st).)

## What Goes on During the Rallies?

Every year, the national rally rotates in a different French region or province in order to provide a great platform for members to meet and have fun and discover new landscape and local cultures, and of course gastronomy (so dear to the French). Rallies always are about promoting fun and camaraderie among members and good food and wine are predictably essential in the recipe for success during these CBX events. Last year it took place in Alsace for the 15th anniversary of the French CBX club. This year it took place in Normandy and was organized by the oldest member of the club, Claude Pellerin. In both cases, about 30 CBXs showed up and great rides were planned on country back roads including a run on the historical "Les Essarts" circuit in Rouen, Normandy, where Jim Redman raced the RC166. Jim was in attendance this year and was delighted to borrow Claude's modified CBX for a "hot" run on the track!

The CBX club also exhibits at different shows or vintage bikes meetings and promote its existence to all visitors and other CBX owners unaware of a club dedicated to the CBX 6 cylinders. These events are Coupes Moto Legende, Parc Floral in Vincennes, Bol d'Or, etc.

## Our Magazine

Since the club's inception, we have published a quarterly magazine called "Le Maillon" (The Link). The name was chosen to be the link binding all members and it has gone through many changes and improvements over the years. We are proud of its quality and graphics, and it is printed in color. It features many







pictures and averages 20 pages. There is a "Want Ads" section, relevant CBX addresses and contacts, new members contact information and profile, photo album of members and their CBXs, many technical articles and advice, and rally reports. With its four annual issues, "Le Maillon" represents the largest share of the club budget.

### Website

In April 2001, our website was opened thanks to Denis Courbis, our Parisian Webmaster. It features about 160 pages with pictures, videos, and sound files, and is getting close to 50,000 hits since its creation. There is a portion in English, translated by JP Grasmuck, ICOA member and also one of our members. You can visit it at: <http://membres.lycos.fr/cbxclub> or [www.club-cbx.fr.st](http://www.club-cbx.fr.st).

A Forum promotes communication and provides free help to everybody, club member or not.

### Boutique

We carry in the Club Boutique various articles available for sale to members including, among other things, T-shirts, hats with the CBX Club logo, CBX sticker reproductions, parts list, technical shop guide, etc.

A few years ago, the club management teamed up with a well-known French exhaust manufacturer (Vattier) to create a very close reproduction of the stock mufflers, observing the slightest details. Since it does not include the headers, a kit is included to attach them to the stock pipes after cutting off the stock mufflers at the pipes' junction (where it usually rots). This set of mufflers is sold exclusively to club members on pre-order at cost as a service to the membership, as per the agreement made with the manufacturer.

### Who are the Typical Members of the French CBX Club?

A survey was conducted in "Le Maillon" at the end of 2002, and it allowed us to get a pretty good idea of the typical member profile since 143 responded out of the active membership of 260. Most members own one CBX; 20% have more than one; some collectors have four or more ranging from the original Z model ('78/'79) to Moto MARTIN CBX. Some do not own a CBX anymore but continue their membership. The oldest member is 75 years old and the average age is around 46 years old. For many, the CBX was the bike of their twenties or the dream bike they could not afford when younger.

The first generations CBX (Z and A) represent 65% of the total; Pro-link represent 25%, and 10% range between various customized models, mainly Moto MARTIN. The early models are the most sought after due to their "era" naked and stylish look. Pro-link owners swear by them due to their better touring abilities and overall comfort which allows them to be ridden more frequently by their owners. What motivates the purchase of a CBX today? For most, very often the prestige of this machine and engine and the unique look of the CBX. It is without a doubt the charm of the 6-cylinder engine which counts the most, as much for its unique character as for the sound it creates! Actually, CBX owners refer more to "music" than "sound."

CBXs are often considered collectors' bikes, but 20% of their owners are using them on a daily basis, as basic transportation. Many members rode and are still riding more modern bikes, but when they acquired a CBX, they achieved a kid's dream and are not willing to part with it. Most have owned their "6" for an average of eight years. They log approximately 2,000 miles a year with it and do their own maintenance. About a third of the members are familiar with the complexity of the inline 6 and are capable of doing their own repairs, including major overhauls.

"Le Maillon" magazine is the most appreciated element of their membership in the club and most are eager to receive technical advice or tips, and especially good sources for spare parts. Sixty percent plan and participate in the club's various meetings or rallies. The club proposes a minimum of 3 to 4 events per year and is represented in national or regional shows (Moto Legende).

For a while now, several members have tried to plan a trip to America to cross the U.S., possibly with their bikes, in the summer 2007 or 2008. While the logistics are a work in progress, advice and support from our American friends will no doubt be precious.

*Long live the CBX and all CBX Clubs and their benevolent members working towards the preservation and promotion of such a beautiful motorcycle which, in our eyes, has no rivals!*

**CBXistement,**

**Eric Baudin, Director, CBX Club de France**

**Guy Belaud, Editor, "Le Maillon"**

**Denis Courbis, Webmaster, CBX Club de France**



# Restoration Team



Team Leader: **Dave McMunn** • 814-797-2896 – [dmcunn@penn.com](mailto:dmcunn@penn.com) • Submit new articles by 05/15/07.

## The Perfect 100 Point Restoration of The Legendary CBX: Part 5

Pete Rose

### THE RE-ASSEMBLY PROCESS

This is the part of the restoration that one looks forward to. It is the step that motivates you through all of the hard work that precedes it. This is where the fun starts. Everything is clean, polished and or new. Everything feels good, smells good, and as a result, you feel good, rather than feeling overwhelmed as you probably did when you started tearing it down. If you removed the engine, I did not in my case, some may think that the first thing you do is reinstall the engine. But, I feel that the first objective should be to get the bike back on its wheels and off the jack. I always start with the front fork and wheel assembly first because after the front wheel is on, you can install the center stand and the bike is ready to stand on its own without the jack. It is so much easier and safer to work on the bike at that point. I failed to photograph the CBX during the re-assembly of the front end, but I have provided photos of the 1100F front end. Both bikes are virtually the same design or at least the concept is the same.

Another important thing that I mentioned briefly earlier was new nuts, bolts, washers, clips, etc. I feel that these little fine details will separate the men from the boys in restorations. You can have a brand new part or newly restored and if it is mounted or attached with old dull rusty or corroded fasteners, half the new look goes away. Even a bad washer will show.

Do yourself a BIG favor and buy all new fasteners from Honda by using your parts catalog to get all the correct part numbers. I have found that almost all the fasteners are still available from Honda. They can get kind of expensive, but it is worth it in the end. Even the washers, because I have compared Honda washers and clips etc. with hardware store stuff, and there is no comparison. Stick with the real stuff.



Another important thing that I mentioned briefly earlier was new nuts, bolts, washers, clips, etc. I feel that these little fine details will separate the men from the boys in restorations. You can have a brand new part or newly restored and if it is mounted or attached with old dull rusty or corroded fasteners, half the new look goes away. Even a bad washer will show. Do yourself a BIG favor and buy all new fasteners.



Newly painted fork bodies, ready to reinstall

As mentioned before, due to the fact that I failed to photograph the reassembly of the CBX front end, these were shots taken of my 1100F front end. The designs are so similar that it still gets the information across nicely. It is very important that you replace the steering head bearing during the restoration. The old ones are just that, old and probably worn out. If the bike only has a few thousand miles on it, then maybe you could get by without doing it. But keep in mind the age is against it also.



New nuts and washers from Honda NICE!

The fork bodies are one of those items that I chose to paint rather than have powder coated. I used semi flat black and they turned out like new. Notice the new nuts and washers. DETAIL, it's all about DETAIL!



Newly painted fork bodies, ready to reinstall



Reassembled and ready for the fork tubes



New nuts and washers from Honda NICE!



Everything laid out ready for re-assembly

With front end back on the bike, you can now focus on the rear area of the bike. As I mentioned before, the first thing I do is install the center stand so that you can put the bike back on the ground and off the jack.

In my case, I did not have to remove or replace the wire harness. However, I did thoroughly clean it up so that it looked like new. If you must replace it, now is the time to install it. There is nothing nicer than seeing nice clean shiny wires. It's one of those detail things again.

Also, if you haven't already done it, now is a good time to clean and polish the frame thoroughly. In my case, as mentioned before, my frame was like new, but I used the Cleaner Wax to bring to looking like showroom again.

In the picture below, I have the center stand, side stand and a new chain assembled. It's now ready for the swing arm to be installed. Notice, the new springs for both the center stand and the side stand. These are still available from Honda, and make a big difference.



With front end done, things are laid out to start on the Rear of the bike, starting with the center stand.



Installed swing arm, center stand & side stand



The left side foot peg bracket must be installed at same time the center stand goes on due to the fact that the through bolt goes in from the left side. Notice newly polished foot peg bracket.



Cleaned up electrical components are re-assembled in the exact way they were from the factory. This is a case where good photos taken before disassembly come in handy so that you get back in the correct order.



New battery and cleaned up air filter installed. The air box was treated with back to black, and looks like new again.

As mentioned before, all the turn signals are new on this bike. I was able to get them from Honda, but I believe that they are no longer available. They were expensive (around \$40+ each) but well worth it. The original ones had the common cracking around the stalk portion. Minor, but on a perfect bike, it's nice to have new ones.



In the photo to left, the rear fender and inner fender are installed using new bolts, nuts and washers. These look new, but are the original ones that have been treated with both the Cleaner Wax and Back to Black. The Cleaner Wax is great for bringing back the original luster of the hard plastic.

Be sure to run the tail light portion of the harness thru before bolting the fenders on.

The tail light as mentioned earlier looks great if you tear it down, clean all the parts and pieces, get a new lens, new screws, and new bulbs. When you put back together, it looks like a brand new assembly which can get expensive if you have to buy one. They are no longer available from Honda. So you either do it like this, or find one on ebay for big bucks.



The tail light reassembled along with the newly powder coated tail light bracket, brand new turn signal assemblies, a polished chrome bracket, and all new nuts and bolts, the rear of the bike is lookin mighty fine.



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# Hideshi Chihara's Ongoing Quest

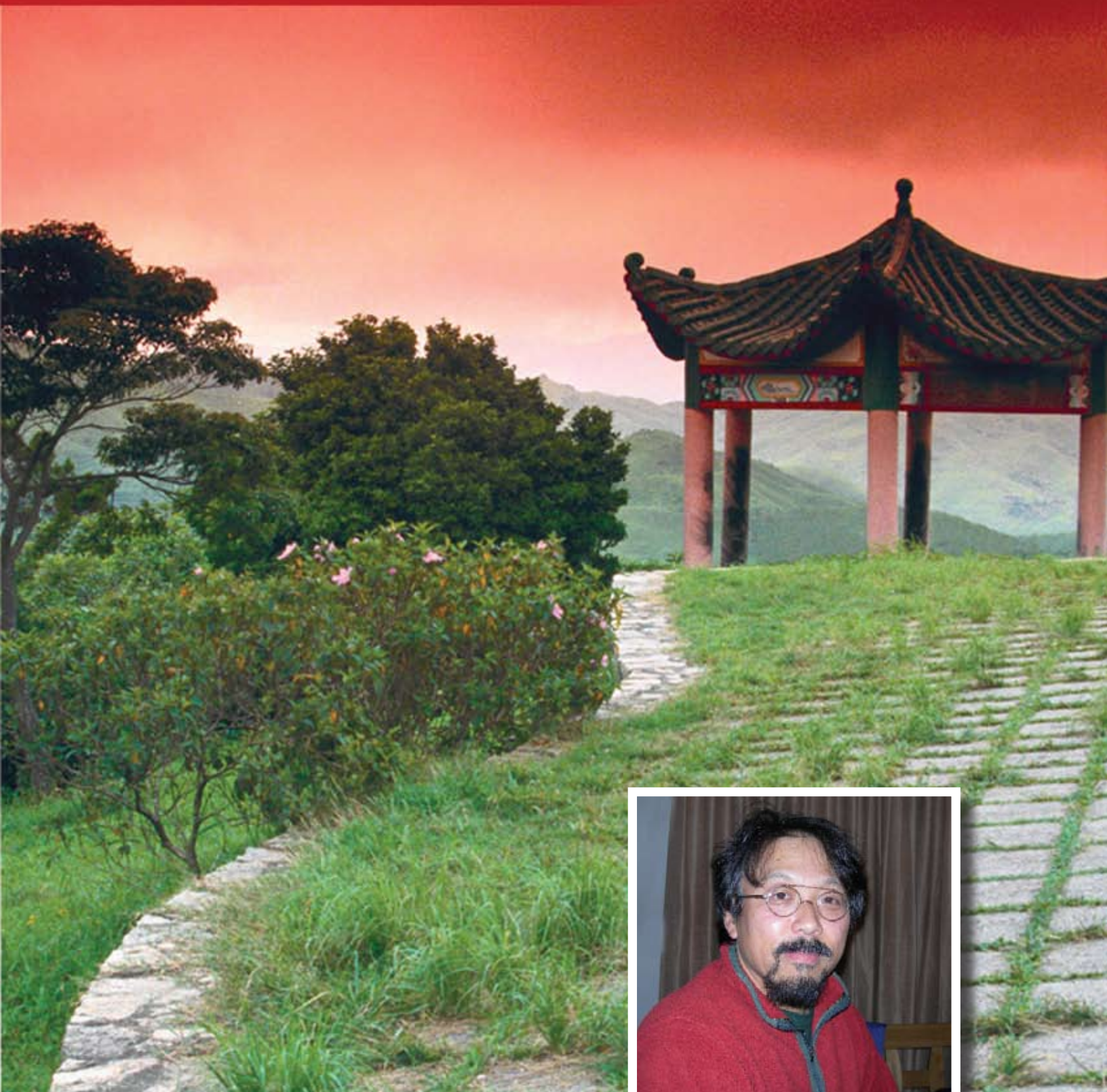
*The is the wonderful story of how one person's vision, dreams, determination and thousands of hours of work resulted in one of the most amazing motorcycles of all time.*

**By: Kazuhiro Torikai | [SGW01502@nifty.ne.jp](mailto:SGW01502@nifty.ne.jp)**





For The RCBX 166



**Hideshi Chihara**

Hideshi Chihara was born in 1956 in Japan. At the age of 16 he started riding motorcycles on a 55cc Honda C105, then moved on to larger motorcycles and finally to a Kawasaki Z750 which he toured India, Pakistan, Afghanistan, Turkey, Greece, Yugoslavia, Austria and finally Switzerland where he ran out of money and washed dishes in a small restaurant.

Eighteen months later he had saved enough money to restart his tour through Africa, Morocco, Algeria and Sahara desert, but all his baggage and money were stolen, so he had no choice but to terminate his tour and return to Japan.

In 1980 he bought his first 1979 CBX, and this put him on a course for yet another and possibly more amazing journey...the RCBX 166.

Over the years, he kept thinking about how to do the RCBX 166, and in 1990 he bought another 1979 CBX and started the long and difficult task of converting it to the wonderful motorcycle featured in this article. Why? He loved and respected the RC166 and thought over time he could make an RC by CBX.

First stop was to visit motorbike shop owner Mr. Hattori in Tokyo for advise on all the special parts that would have to be fabricated. They talked and made plans for months and finally both agreed the project would be a custom CBX, but the closest possible in all respects to the RC166.

Hideshi traced and retraced the detail of the RC exhaust from pictures and books until Mr Hattori was satisfied so they should start fabricating the first of the RCBX mufflers from stainless steel. Mr. Hattori was ready for his part in this long journey and purchased a press machine to help make round shapes of the mufflers..

Hideshi then bought a massive four leading shoe Yamaha racing front brake and reworked it to match the detail of RC166. Hundreds of welds and grinding passes were necessary.

The gas tank was next, and it was hand fabricated from a sheet of aluminum. Many hours were required to bend, form, sand and finish it to their satisfaction The instruments were custom made and consumed many more hours

As the project progressed, Hideshi and Mr. Hattori were very serious and severe with each other allowing no compromises, and as a result of a small disagreement, they did not talk each other for about one year and stopped this mission. Now Hideshi does not remember what the point was the argument was that caused the problems.

During the time work was not being done on the RCBX, Hideshi went throughout Japan to get remaining parts made



from pictures of the RC he had accumulated. Finally, Hideshi's RCBX was ready to ride 1997, but he was not satisfied with many details, so the work continues through today and he feels it may never end.

One example of the new work being done was modifying the clutch from wet to dry because RC has it this way. Daishin Corporation in Osaka did this work and it took five months.

So far Hideshi has changed almost every part of CBX other than frame and engine. Changing the CBX valve train to cam gears is next for Hideshi and he feels this is the last major modification for the RCBX, but we are not so sure!



Riding the RCBX reveals the brakes and clutch are somewhat over sensitive, but handling is superior due to the low riding position and weight being seventy pounds lighter than a stock CBX early model . The CR carbs are a great improvement at high revolutions. Long tours are tiring due to the low clipons, but when Hideshi arrives at rallies we hope most of the things he would like to be better are somewhat forgotten because of the attention and admiration his RCBX receives from us. Hideshi's wife has her own views on the RCBX "It's stupid to pay much money for a motorcycle!" We hope she will feel better about this in the future.

Hideshi owns an antique shop in Tokyo today, but we all know there are many times each day he thinks about the RCBX, his CBXer friends and upcoming rallies.... and all of us ...are thinking the exactly the same thing and can not wait until we see him and the RCBX the next time.

*This is one of the most amazing motorcycles of all times. It was the result of one man's vision, dreams, determination and thousands of hours of work and hardship that it took to make the RCBX a reality. This is the retro motorcycle Honda should build today and would have if Mr. Honda was still alive .... there is no higher compliment. Hideshi Chihara...you have the admiration of all CBXers worldwide and your place in CBX history is forever assured -Editor-*

# C2C..... "I had a dream." Why and how it came to be

Rick Pope

I grew up helping my family tend fields along US 50 on the Ohio/Indiana state line. Part of the farm had a small tract of land my grandfather owned, which had an old time gas station on it, with a lunch counter. This gas station is on US 50.

Sometimes, if I was lucky, we would eat there at noon, and I would see cars coming in from all over the country. Being young and inquisitive, I'd ask about the far away places I saw on the license plates. I was told that US 50 was a great road, stretching from Washington DC to San Francisco. And so the dreaming began.

After I got old enough to own motorcycles, and the wandering spirit that they instilled, I thought more about US 50. Then I got involved in ICOA and a plan began to form. By now it was the mid 1990s.

I had brought up my scheme of touring across America via US 50 on several occasions, and some folks seemed to like the idea. Others thought I was crazy, and maybe they were right. My wife, Susan, encouraged me to put a plan together to make it all happen, and so at a 2003 winter ICOA meet, I hatched the plan to a few folks. As expected, I got mixed responses, but enough encouragement came forth for me to pursue the dream. A few folks really got behind me and helped with the basic ideas and strategies. Others helped in a different way, by pointing out where I was going wrong. I'm thankful to both camps.

We spent several months e-mailing and calling each other, discovering that US 50 really starts at Ocean City, MD, and now ends at Sacramento, CA. The old timers were partially correct, as we found from old maps that US 50 did indeed end near the Golden Gate Bridge back in the 1950s.

A plan was forming, where we would try to see old time America, rather than try to see how fast we could cross the country. So I spent a lot of time looking at maps and trying to determine how many miles per day would be appropriate, where each days stop might be, where alternate towns which might have lodging.....it was fun, but tiring.

In the spring of '04, Bill Hoctor took the first plunge by pre-riding the Ocean City, MD to Lawrenceburg, IN stretch. He found that it broke nicely into three legs of about 220 miles each, and found decent motels at each days end. This fired up our imaginations and there was no stopping us now. Later that summer, Susan and I drove from Indiana to Emporia, KS, mapping the route and checking out motels/restaurants, as Bill had done on the eastern section. Then in January, Susan and I hopped in our truck and ran the Emporia, KS to Eureka, NV stretch. I relied heavily on a few West Coasters to do the legwork for us on that end. Terry Lawley stepped up and did the lions share out there.

Now for the really hard part. Putting together a plan to make it all work. Would we need chase vehicles? How many? What should they carry? Should we travel as a group, or just spread out? What are the rules? I spent more time pondering these thoughts, and many others, than I did on the rest of the planning combined.



Bottom line came to this: Keep it as simple as possible, and don't get stuck on one plan. Be flexible enough to just go with the flow and let the trip evolve around us. This last part didn't dawn on me until about three days into the trip. So this was my dream, into which I dove head first. Fortunately there were enough good swimmers along on the trip to keep me from drowning. I won't try to name those who made it all happen, but everyone who came with us for a day or a week or the "full pull" made contributions they weren't even aware.

Thanks for coming along, it was one heck of a ride.  
Rick Pope

### **"You're crazy!" "Are you "On an OLD bike?"**

That's what my friends and some family intending to take a 26-day, 8,000 mile ride trip. This meant that I'd be solo for over on a 23-year old CBX, starting with the ride from Jacksonville, Florida (on the Atlantic coast) North to Ocean City, Maryland, joining the C2C group for the ride to Brookdale, California (Near Santa Cruz on the Pacific coast), doing some visiting with friends and relatives in Northern and Southern California, then coming back East to Jacksonville from Southern California.

### **How Far...The Entire C2C Ride Ofcourse**

The minute Rick Pope mentioned he was planning a "C2C" Rolling Rally, I knew I'd be doing it for the "full-pull", never having fulfilled my teenage dream of riding my bicycle across the country. Better motorized than not at all, better old and late than never, eh? (Note: When 14, I did ride my 3-speed bike from Portland, Maine to Morrisville, Vermont, across the White Mountains and the Green Mountains). The C2C2C was truly my "old man's dream".

There are very capable and descriptive accounts of the ride elsewhere in this or a later issue of the CBXpress, so I'll concentrate on some of the things that impressed me, in no particular order, as unusual for a Flatland Easterner:

### **Highpoints**

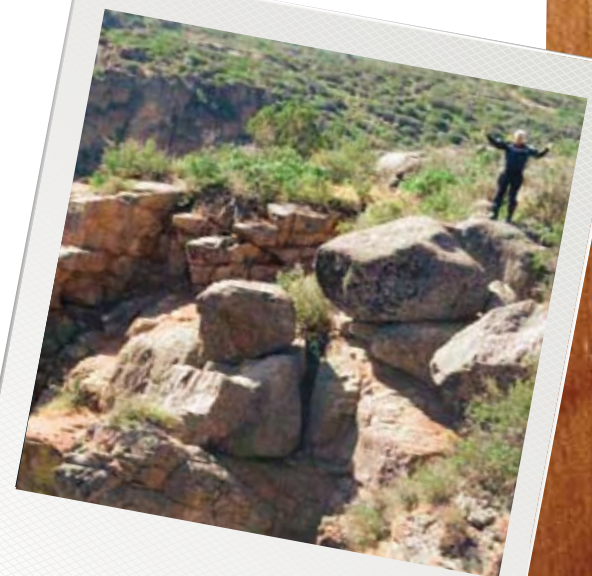
The poor '82 CBX (and me) gasping and wheezing over the 11,000+ ft. elevation mountain passes -(we both normally live at 16 ft. elevation).

Splitting lanes in California, and especially in L.A.- a real treat and experience for those of us deprived of this capability at home! Just fold your mirrors in and GO!

The sudden relief from the 100+ degree F. (39 - 40 Deg. C.) heat of the California Central Valleys when cresting the mountain passes into the coastal influence - it seemed like

## **What The C2C Meant To Me**

**Dan Carr**



a 40 degree F. difference. The lack of tolls on the Golden Gate Bridge Northbound, the Oakland-Richmond Bay Bridge Southbound, the Annapolis Chesapeake Bay Bridge Westbound. Very nice, after the \$12.00 toll for the Norfolk-Chesapeake Bay Bridge-Tunnel toll, which was the same toll as for a 7,000 lb. S.U.V. The actual excavation of a real dinosaur leg bone in Rabbit Valley, Colorado.

### More Highpoints

A visit to a real castle, built by an individual, in Beulah, Colorado - "Bishop's Castle" - difficult to describe - it's better to Google "Bishop Castle" to comprehend this structure.

The outstanding twisties from Montrose to Silverton, Colorado, around Virginia City, Nevada, and the Skyline Drive from Santa Cruz, California to Alice's Restaurant - (Yes, I did buy the tee shirt!)

The Mormon Cricket invasion in Nevada, where we were told that the prior week, snow plows had been employed to scrape the smashed carcasses off the roadways. The roadway was still loaded with these 2-1/2" x 3/4" (65 m/m x 19 m/m) insects living and dead, and caution in the slick corners was the order of the day!

### And More Highpoints

The (literally, thousands!) wind-powered electric generators in the mountain gap around Indio, California, where the wind ALWAYS blows. The good ole boys in a South Alabama Road Crew, who, when I stopped for directions, counted the CBX's exhausts, and exclaimed: "Ya got 6 carburetors, too?" - and when I responded: "Yup, got 24 valves, also", just shook their heads.

Seeing the U.S.A.'s tallest and longest covered bridges - in California and Indiana, respectively. Seeing the warning sign when joining the highway: "No Services Next 109 Miles" - makes you think quickly about when you last filled your tank!

### Low Point

The lesson learned on the first night on the road, when I thought the CBX would stay in the motel room on its side stand, and got squashed in the process. Seems that if carpet is loose, as in this case, the bike will fall on me, pinning me between it and the bed. Took a real adrenaline push to get it back up single-handed!

### The Miracle

The fact that I was able to take a 23-year old motorcycle with no preparation other than new tires and an oil change, run it 8,000 miles, and perform ABSOLUTELY NO adjustments or maintenance, including drive chain! (chain was lubed every day).

The C2C was one of life's grand events. Individual anecdotes could go on and on. It's hard to say which part of it I enjoyed most, the riding, the camaraderie, the people who rode, even if for 1 day, the scenery, the memories, the photo opportunities, the sense of adventure, or just the sheer pleasure of being alive and out on the road on 2 wheels.

When's the next ride?  
Dan Carr

# Stan Carpenter R.I.P

February 23rd, 1930 to January 4th, 2007

Founder of the International CBX Owners Club - January 1982

Stan Carpenter immediately saw what an awesome machine the CBX was, and was the original National Director of the ICOA. In 1985, he passed the reins onto Clint Hooper. At the time this picture was taken, Stan & Fay owned 13 bikes, including his brand new, just released 1982 CBX. Stan and his prized new 1982 CBX were involved in an accident with a automobile on the way to the printers with the very first XPress.

Unfortunately, he could never ride again, but his love of the CBX carried on until his passing. This picture of Stan on his red 1979 CBX was sent along with a typewritten letter, to every new member.

In Stan's own words " ..attached is a photo of my favorite CBX. Have a Shoei Fairing w/sports mirrors, EuroSports Kit, Ontario Moto Tech exhaust, S & W Street Stokers, dual air caps w/gauge, Cobra alarm, oil pressure gauge Dunlop K181s front and back, and misc. other tidbits."

(Bob Snyder of Arizona, later bought this bike, and made over 100 passes at the dragstrip, with a best ET of 11.39 in the quarter mile. He dragged this bike for years.)

Stan leaves behind his wife Fay. They had many adventures together in their 32 years of marriage. The pair met at a Bird Show in Victoria, British Columbia, Canada, in October 1973. Fay said it was love at first sight. Over the years they shared their common interests in animals. They raised exotic birds, iguanas, geckos, lizards and Irish Wolfhounds.

Stan Carpenter.....founder of ICOA and CBXer number one. Never could be replaced.....never will.



Take Care Stan  
"Ride with Pride"  
Tony MacNeill  
ICOA #0006

## A Personal Note To All CBXers from Fay Carpenter

Hello Mike and all CBXers

I just wanted to let you know that Stan passed away yesterday and last week he had made me promise to let you know if and when he left this earth. He had been suffering so much pain what with his hand, arm, elbow, shoulders and back.

Some of this pain I am sure was the many years since of the accident he had back in the year ICOA was started. We were on our way back from taking the first issue to the printer when he center punched a sedan, crossing over the freeway overpass against a red light, which then Stan hit him and went flying over him landing on the road. He had worn a helmet that day, not that we usually did, but it was a blessing that he did.

Years ago when the club began Stan had a vision of what he wanted the club to be. In the last 5 years ICOA certainly has done that and exceeded his aims. We were avid readers of the magazine and thrilled with how it had grown and become what it is today.

I would appreciate still receiving the magazine, although I no longer ride a bike, I still love to in my mind. So much to remember.

Anyway, just a quick note to you with the information and I look forward to the next issue.

Fay Carpenter

Team Leader: **Chris Burrows** • cburrows@cbx.com • Submit new articles by 5/15/07.

## Honda Museum

**Ian Foster**

### Honda Collection Hall, Japan

Over the past few years, while living in S.E.Asia, I have visited Tokyo on a number of occasions. I have always meant to visit the "Honda Collection Hall" having read about it in various motorcycle magazines. The Museum is located at the Twin Rings Circuit, about 3 hours train/taxi ride from Tokyo. It is not the easiest of places to get to, but once there, the hassles of travel are considered most worthwhile.

With an ICOA introduction by email from Mike Barone, I was greeted by the Museum's Manager and Marketing Staff. I was issued with a "PRESS" arm-band and told to go where I liked, including the restricted-access areas. This made for much more interesting photographs! The Museum Staff made me feel most welcome.



### The Museum Facility

The Museum is laid out on 3 levels, with 2 Halls on each level either side of a grand glazed atrium. One side of the building is for cars, the other for motorcycles. At ground level a display of prototype and future Honda vehicles are shown. Some cutting-edge technologies could be seen in, for example, the front suspension set-ups on both Fireblade RR and Rune type machines.

Much innovation at Honda unfortunately never reaches production. Some of the ideas that could be seen in these prototypes were mind blowing! Research is evident into new forms of suspension, new materials, environmentally friendly vehicles, compact commuters, trend setting Custom bikes, as well as touring, street, and race winners.

### Street Bikes Collection

On the first floor level was a display of production motorcycles from the past 50 years, both Honda's and some other marques. These ranged from a replica of the first 1890s Mercedes wooden bike, through the European and British machines that influenced early Hondas, to the modern cruisers.

The first Hondas of 1950s were displayed along side some of their contemporaries. Going round the Hall, one could see how Honda had developed their Market from utilitarian bikes, such as the C90 mopeds, to a variety of machines providing specialist capabilities for racing, cruising, commuting, trials riding, scrambling, etc.

I was particularly interested in the 1960s section as I am looking for a 1963 Honda to add to my collection, but know little about this era (I was born in '63). They had spotless examples of the early Dream, a sandcast CB750, and a Black Bomber.

Finding the CBX wasn't difficult, that mass of engine is hard to miss. The Museum had a well presented silver 1979 'Z' on display beside a silver CB750F and red CB400N. In their storage areas they apparently have pristine examples of the 1980 A, 1981 B, and 1982 C Models. Limited Gallery space prevents their public display. The CBX





was immaculate with only 100 miles shown! Every inch of chrome glistened, the bodywork was flawless, and the seat looked as if it had never been sat on! On the wall behind was an enormous CBX poster. It was interesting for me to sit and observe the reactions of the other Museum visitors, mostly Japanese, to the CBX. It has to be remembered that this was a "banned-fruit" to Japanese Riders till relatively recently when the cubic-capacity limit was lifted in Japan. Imagine American riders not being allowed to own/ride a Heritage Softail because the engine was too big ... a little frustrating!?! Viewers would approach the CBX and jaws would drop in awe! There was always an obvious conversation about the size and width of that engine.

Nearby was a pristine CX500 Turbo, an MT-5, a VF750F, and a CB1100F. The 1981 CB1100RB was a bike USA never got to experience. These production racers are very sought after in Europe, Britain, and Australia. A spotless Yamaha RZ250 represented the crazy days for young riders in the 1980s. This bike prompted the British Government to change the Law to ban inexperienced 17 year olds from this much power and speed! The List goes on ... "Bikers' Heaven" couldn't be any better than this Museum!!!

### Race Bikes Collection

On the next floor was the racing section of the Museum. It had an extensive range of race bikes from the early days to recent Doohan bikes. Dominating one quarter of this Hall were the 1960s race Hondas. The 6 cylinder bikes were lined up with engine displays also ... I can't even begin to imagine what \$-value sat here in a row! I have a panoramic photograph series of the 6-cylinder engines ... better than Michaelangelo's sculptures!

The mid-1980s, bikes of Spencer, Gardner, and Lawson caught my attention. These were bikes I had seen thrashed around tracks on TV. Here were bikes like the 1981 RS1000 that were developed into the CB750F, CB900F, and ultimately the CB1100R, and later the VF1000R.

A history of motorcycle racing is also on display with a 1921 Harley 21F, 1929 Brough Superior SS100, 1948 MotoGuzzi Dondolino, 1953 MV Agusta 125, 1954 AJS 350, 1954 BMW RS, 1955 Matchless G45, 1961 Norton Manx, NSU Sportmax, etc.

If you ever get the opportunity to visit Tokyo, make sure you set aside a day and go to the Honda Museum. It will be the most memorable Bike Museum you will ever visit.



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# Very Special CBX's



## Swen's Garage Project CBX Chopper

In 2002 I bought a CBX engine and frame to build my CBX Chopper. All my friends thought I was crazy! They told me only two cylinder motors are used in choppers, but I had my own ideas. Only one other CBX chopper had ever been built in Sweden before, and this one was made almost 20 years ago.

In the Spring of 2003 I started to look for parts and found a Pro-Link 82 that was in good condition other than being in a crash. I needed a front suspension, wheels and brakes so when I got it home I wanted to make sure the frame would work.



In Sweden when you build a bike or car from scratch a private organization named SFRO has control of all of the approvals which are necessary before the vehicle is painted. They want to see the welding, materials and the name and license of the welder. All was approved except a problem with the steering head which needed to be corrected, so I had to go out and find another one that would fit. The only one I was able to find was in a Harley Davidson parts magazine and it was very expensive. I decided to look on the internet for a used one, and the steering head was 60mm compared to the one that was not approved which was only 40mm.

A phone call to Tolle, Swedish specialist for adjustment steering head and things were looking better.

A new trip to the bike company had me buying a front wheel from Kawasaki ZX- 400-97 and a rear wheel from Kawa ZX 9-98. Now I can the really start on my CBX Chopper since I finally had all the parts.

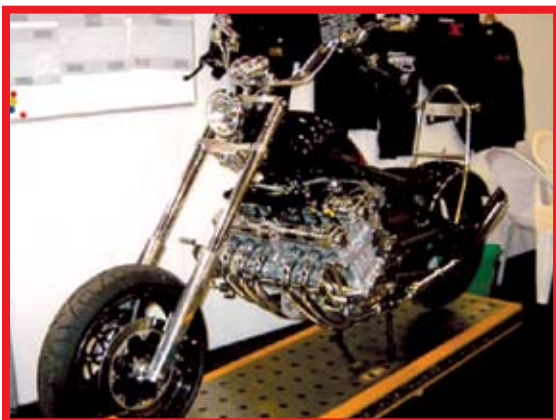


I machined an all aluminum engine plate and floorboard for my foot. Pedals for gear and brake have a place in front of the engine which is 85cm wide. I was not happy with the aluminum, so I called my friend, and he made these and other of parts from stainless steel using a water jet machine to cutting machine.



The engine check, Kawasaki alternator (from Germany) and carb cleaning came next. The carbs were so dirty I put them in my ultrasonic cleaning machine. I was in big trouble with the slow jet channel, after lot of cleaning and drilling it still was not open, but I was finally able to have success with this after many, many hours.

The engine was mounted in the frame, back wheel and front fork or wheel. Now I was able to see how they would line up. Not so bad. The back is rigid so I had a big job finding the right line for the chain and both wheels.



From Germany I found digital 48mm instruments and Accel coils. The exhaust system was made from scratch in some parts and used standard parts also. In a bike shop I found a nice small headlamp, but it was a challenge to try and figure out where to put all the wires out of sight

All electric equipment I put under the seat of which the biggest was the battery. In Germany there is a company that makes a very small electric box with all the functions included.

People say things should go right together, but I am sad to say this is not possible. I must do many things again and again.



Finally I started to test all things, and make a few adjustments..... mm here and there. After sixteen years standing, the engine is good at slow rpm but will not go at higher rpm....why?? Maybe I have missed something in the carbs that I found and fixed. The engine finally ran very good. I have the first 100 km driving and many adjustments, but the bike is good on road and I soon go to the BIG test of whole bike. I will soon have the license back on bike for drive legal.





## My Homebuilt CBX Chopper Specifications

<b>Engine</b> .....	Pro-Link 1982
<b>Carbs</b> .....	1979
<b>Ignition</b> .....	ACCEL Super Coil
<b>Alternator</b> .....	Rebuild Kawazaki 40 Amps
<b>Electronic Box</b> .....	Zodiac ZPN
<b>Frame</b> .....	From scratch 35mm hydraulic pipe
<b>Front Suspension</b> .....	Tolle, adjustment
<b>Steer head</b> .....	Tolle, adjustment
<b>Front wheel and Brake</b> .....	Kawazaki ZX400-97:a
<b>Rear wheel and Brake</b> .....	Kawazaki ZX9 98:a
<b>Tank</b> .....	Harley Davidson 4 gallon
<b>Instruments</b> .....	48mm digital Tach and Speedometer
<b>Wheelbase</b> .....	175 cm
<b>Weight dry</b> .....	240 kg
<b>Width over footplate</b> .....	85 cm
<b>Hydraulic clutch</b> .....	VEM Motorcycles
<b>Handles for Brake &amp; Clutch</b> .....	ISR Racing Stockholm
<b>Aluminium work</b> .....	Myself
<b>Stainless steel</b> .....	Hermanssons Marine
<b>Paint</b> .....	Petés MC Paint, Gothenburg
<b>Chrome</b> .....	Gothenburgs Nickel
<b>Building time</b> .....	over 500 hours

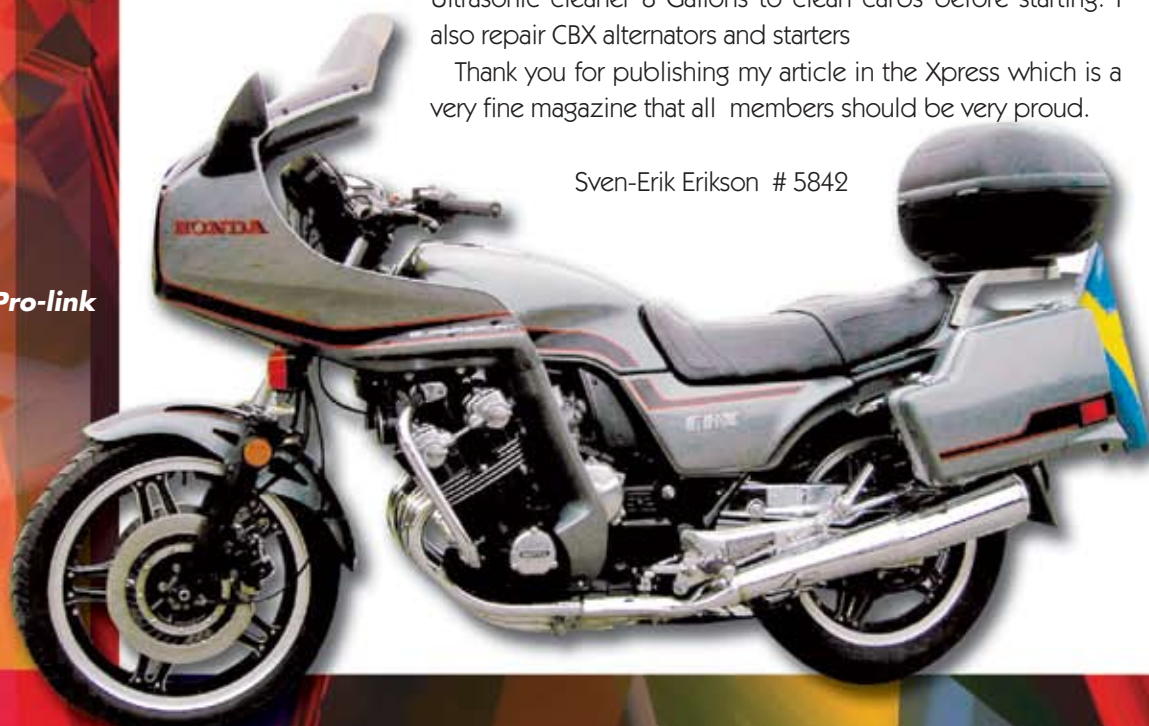
My wife and I live at a house in a little village south Gothenburg. I am fifty- four years old and have worked for the electric power company since 1968. Daily work is with the street lamps and you call it "cherry pickers" truck mounted sky-lifts.

My CBX time started in 1997, when I bought my first motorcycle!!!! I sometimes wonder why I picked the CBX for my first motorcycle since it was so big and heavy. The engine was hard to start also because it had been a garage standing for five years. Now it is a very nice 82 Pro-link in original condition that I will never sell.

After all trouble with carbs, I started to repair carbs for my friends that have grown to like my CBX chopper. I have a big Ultrasonic cleaner 8 Gallons to clean carbs before starting. I also repair CBX alternators and starters

Thank you for publishing my article in the Xpress which is a very fine magazine that all members should be very proud.

Sven-Erik Erikson # 5842



My 1982 Pro-link

CBX

# PREVIEW Upcoming Issues . . .



Tims and the Mtn2Mtn Rally



Can The Traxxion 39mm Fork Cartridge Work For CBXs?



FJ1300 vs Late Model



Carol Steiner Xpose on her C2C Xperiences.



Return of the Dawgie! Jeff Bennetts, Dave McMunn, Mark Sproul, Aaron Brown & many others made it so.



Bob Miller of HSTA Xposes the Good & Bad about ICOA Rallies

# Upgrade! Wilbers Shock for ProLink CBX

– Aaron Barrett



Back in 2002, I decided I had lived with my original (now leaky) Hondaline air-ride shock LONG ENOUGH. At first I was standing firm in my attempt to keep everything about my CBX stock, so I found an ICOA member to sell me an old one, thinking I'd rebuild it & see if it would serve better. I found the Honda O rings were still available, so I used the service manual to ensure I removed & replaced ALL the O rings in the shock system... any ring that sealed air was carefully removed, the sealing seats cleaned & all O rings lubricated with silicone grease before rebuilding.

Well, I rode the X up to Calgary in 2002 with that setup & it started out well but then leaked while I rode back. I don't know if all you readers have ever ridden the '82 with zero air in the shock & 150 pounds of cargo (I weigh about 240 lbs); if not I can tell you it's kinda like riding one of those Harley hard-tails with no springs in the seat: it sucks. It makes you ride standing up a lot more than you should have to on a sport-tourer. Not to mention the dangers of cornering or hard braking with zero PSI in the shock.

I was a bit worried of the cost; I compared prices & features of other aftermarket shocks for the ProLink. I'm not one to look for exotics, but I was seeing the same thing on so many CBX's over & over again. It seemed the bikes all had either WORKS PERFORMANCE or PROGRESSIVE brands on them. These are great shocks, but I was looking for something different. So I started looking global. I knew about Ohlins, but figured they'd be out of my price range. So I started searching European sites, finally finding Wilbers.

I found a distributor in New Jersey who was an ICOA member Klaus Huenecke. He assured me they would set up the shock with consideration for my body weight, riding style and bike's engineering in mind.



My Late Model Wilbers Shock

He guaranteed I could return it for full refund if not satisfied. This shock is rebuildable & carries a five year parts & workmanship warranty. I installed it as soon as I got it, with no adjustments. The fit was perfect. No need for any washers to fill space. The shock comes with a spanner to adjust preload. Damping adjusts by hand & can be done on the CBX without removing any covers. It has an option for a remote hydraulic reservoir; I opted for the self-contained unit. The build looks EXTREMELY strong; no thin wimpy metal here; mount points are billet-machined & very thick. The finish is nice, with corrosion-resistant treatment of all exterior metal & thick blue paint on the springs.

You can leave the air fittings from the Honda shock on the bike & disconnect the low pressure warning connection to keep that irritating red light from popping up on in the instrument cluster. Now the bike is a dream to ride on these Idaho roads. Bonus: No stopping to add air to a leaky shock. Roadability is much improved over the Honda air shock. Confidence is inspired in the Wilbers ability to flex nicely over potholes or speed bumps, or for a bit of dirt road riding & when you want to put the foot pegs on the pavement in the twisties, you can do that feeling the feedback that you need to stay on two wheels. It makes the heavy CBX feel lighter & nimble. Under compression, like cargo or riding two-up, the shock will not allow bottom-out and recoil is smooth & quick to keep your rubber on the road.



Wilbers on Early Model

After four years this shock is behaving like new. Wilbers makes shocks for all CBX models & plenty of other brands too.

NOTE: Wilbers has an all new lower cost shock line now!

**'Happy to inform you. Keep 'em up on two wheels! Here's the US Wilbers website: <http://wilbersusa.com/wilbers/index.htm>**

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