HONDA

RED RIDER

Official Publication of the Honda Riders Club of America

No. 110

Contents

HRCA News

4 - Honda Sweeps Suzuka 8 Hours
5 - MotoGP and World Superbike Update
6 - Honda Red Rider Highlights
- Bruce Ogilvie Inducted Into Motorcycle Hall of Fame
7 - Honda CRF150 Cup
8 - Ride for Kids Going Strong
- 2010 Red Bull Indy GP: HRCA Members-Only Discount Tickets Still Available!
- Follow Honda Online
9 - Honda Genuine Accessories HRC Power-Up Kits

Features

10 **Monterey Magic**
The annual pilgrimage to Monterey for MotoGP is like no other motorcycle event in the country

16 **Cover Story**
American Honda Reveals Moto2 Machine at Laguna GP

20 **Coming to America**
More samples of the Benly reside in America than anywhere else in the world. How did this come to pass?

24 **50 Years of Silence**
After a half century of resting inert, Benly engines bark to life once more

28 **2 Oceans, 3 Generations**
Three generations of riders journey coast to coast—with the help of the Honda SH150i scooter

32 **Introducing the 2011 CRF450R and CRF250R**

36 **2010 Shadow RS Press Launch**

38 **Birth of the Super Cub**

43 **$500 Additional Savings on a Gold Wing Purchase**

44 **Hot Springs National Park**

46 **Meet Kyle Peters**

Here's your chance to get a first look at Honda's new 2011 CRF450R (shown above) and CRF250R. Details begin on page 32.

ON THE COVER: Moto2 racing makes its debut in the USA with a distinctive flair: an all-American entry from American Honda featuring rider Roger Lee Hayden, team manager Kevin Schwantz and Kevin Erion and his Erion Racing support crew. Cover photo by Brian J. Nelson.

VOL. 19 NO. 110 AUGUST/SEPTEMBER 2010

PUBLISHER American Honda Motor Co., Inc.
EDITORIAL OFFICE Vreeke & Associates Inc., 250 E. Easy St., Suite 3, Simi Valley, CA 93065

Honda Red Rider™ assumes no responsibility for unsolicited manuscripts, drawings or photographs, and such materials will not be returned unless accompanied by a self-addressed, stamped envelope.

Publication of any article, photograph, illustration or advertisement in *Honda Red Rider* should not be construed as an endorsement by American Honda Motor Co., Inc., or its affiliated companies or dealer organization, of specific products, accessories or their use. The opinions expressed by the contributing writers of this publication are the sole opinions of these contributors, and should not be construed as an endorsement by American Honda Motor Co., Inc.

Honda Red Rider is published for American Honda Motor Co., Inc., by Vreeke & Associates. Copyright ©2010 American Honda Motor Co., Inc. All rights reserved. Reproduction in whole or in part without written permission is prohibited.

Honda, *Honda Red Rider*, Honda Riders Club of America and HRCA are trademarks of American Honda Motor Co., Inc. Other trademarks in this publication are property of their respective owners.

Honda Sweeps Suzuka 8 Hours

Ryuichi Kiyonari

Honda scored a historic sweep of the podium in the recently held Suzuka 8 Hours, the 33rd running of this time-honored endurance race. MuSashi RT Harc-Pro Honda earned top honors aboard its CBR1000RR to give Honda its 22nd win in the prestigious event. The Keihin Kohara Racing Team along with F.C.C. TSR Honda rounded out the top three spots to give Honda a clean sweep in this epic combination of speed and endurance. The MuSashi team took the victory by completing 215 laps with a time of 8:01'13.428. It was **RYUICHI KIYONARI**'s third win of the Suzuka 8 Hours, having taken past wins in 2005 and 2008.

"I am so happy that I was able to accomplish a third winning of the Suzuka 8 Hours," said Kiyonari. "Today's win was a memorable moment that I will never forget. Takumi Takahashi fought so hard that I'm glad I was able to pair up with him for this race. The team staff and Takumi were a big support in this victory. Thank you to the fans for cheering us. If I have the chance to participate in this race again, I will look forward to it."

2010 FIM World Endurance Racing Suzuka 8 Hours Results:

1. MuSashi RT Harc-Pro Honda (R. Kiyonari, T. Nakagami, T. Takahashi)
2. Keihin Kohara Racing Team (S. Ito, M. Tamada)
3. F.C.C. TSR Honda (K. Akiyoshi, J. Rea, Y. Takahashi)

MotoGP and World Superbike Update

There's never a dull moment when it comes to both the MotoGP and World Superbike series

So far this season, the Repsol Honda team has finished on every MotoGP podium. **DANI PEDROSA** clinched a win aboard his Honda RC212V at round four at the Mugello Circuit. At round five, teammate **ANDREA DOVIZIOSO** raced his way to second position at the British Grand Prix, and at the following two rounds Pedrosa grabbed second before going on to take victory at round eight at the Sachsenring Circuit. With 10 rounds still to go, Pedrosa holds firm in second position in the MotoGP points standings while Dovizioso is third.

In Moto2 competition, which uses a field-wide spec 600cc engine derived from Honda's CBR600RR, the racing has been anything but predictable. At rounds five through eight a different team finished on the top step of the podium, starting with Forward Racing's **JULES CLUZEL**, who won round five's British Grand Prix. The following week at Tim TT Assen in the Netherlands, Fimmco Speed Up's **ANDREA IANNONE** came away the victor, and then Tech 3 Racing's **YUKI TAKAHASHI** dominated the following round-seven event. Gresini Racing's **TONI ELIAS** raced his Moriwaki Honda to victory at round eight and is the current leader of the series points. Interwetten Moriwaki's **THOMAS LUTHI** is close behind in second position, while Iannone maintains third.

In World Superbike action, HANNspree Ten Kate Honda Superbike rider **JONATHAN REA** has racked up three wins this season and maintains third place in the series points after scoring solid first- and second-place finishes in Brno. HANNspree Ten Kate Honda teammate **KENAN SOFUOGLU** is leading the Supersport Championship by 15 points, while Parkalgar Honda's **EUGENE LAVERTY** is in third. Laverty came away the victor at Misano Adriatico, but it was Sofuoglu who bounced back to take the number-one spot in Brno. So far this season, after nine rounds Sofuoglu has racked up an impressive 100 percent podium record of three wins, three seconds and three thirds, while Laverty's achieved five overall wins.

HRCA News

Honda Red Rider Highlights

The 2010 Motocross series continues to produce tight battles and bar-banging action, and one thing is for sure: When battles unfold up front, the Honda Red Riders are in the thick of the action. So far this season we've watched Honda's CRF® race machines win holeshot after holeshot and witnessed Honda racers leading the pack.

Honda Red Bull Racing's **ANDREW SHORT** recorded his first-ever 450-class moto win at round four at Budds Creek in Mechanicsville, Maryland, nabbing the holeshot in moto one and quickly setting a blistering pace out front aboard his CRF450R. Determined to get that elusive first win in the bag, Short shot away to lead every lap of the race en route to capturing his career-first big-bike moto win. He's gone on to rack up eight holeshots so far this season and is now firmly situated in second position in the championship.

When Honda Red Bull Racing's **DAVI MILLSAPS** crashed out of the competition at Budds Creek, veteran Honda racer and crowd favorite **KEVIN WINDHAM** filled in for the injured rider. Not having ridden a 450-class Motocross race since 2007, Windham was impressive at his outdoor debut at the Spring Creek Motocross in Millville, Minnesota, battling up front and finishing fourth overall aboard his Honda Red Bull Racing CRF450R. Teammate **ASHLEY FIOLEK** has climbed every

Women's Motocross series podium this season and is currently second overall in the championship. Fiolek's standout performance aboard her Honda Red Bull Racing CRF250R came at round six at Red Bud in Buchanan, Michigan, when she swept both motos and clinched the overall round win.

In the 250 class, GEICO Powersports Honda's **TREY CANARD** is on a hot streak after successfully capturing his first-ever 250cc Motocross race and round win at Red Bud. Brimming with confidence, Canard then went on to make it three in a row, winning the following Spring Creek and Washougal overalls. **JUSTIN BARCIA** showed he has the skills and speed to battle upfront, winning moto one at Budds Creek aboard his GEICO Powersports Honda CRF250R and finishing the round second overall.

Ogilvie Inducted Into Motorcycle Hall of Fame

Bruce Ogilvie, legendary desert racer and coordinator of American Honda's off-road championship efforts for more than 20 years, has been inducted into the AMA Motorcycle Hall of Fame. Ogilvie passed away April 13, 2009, following an extended illness. A multiple Baja winner and manager of American

Honda's off-road championship efforts for years, Ogilvie will be among the legends of motorcycling honored at the 2010 induction ceremony at the Red Rock Resort in Las Vegas, Nevada, on November 19.

"So few excel at the highest levels of both competition and management, and Bruce Ogilvie was one of the greatest ever in both arenas," said Jack Penton, AMA director of operations, chairman of the Hall of Fame off-road committee and a Hall of Famer himself. "Bruce's selfless nature, unique leadership abilities, incredible skill on a motorcycle and seemingly limitless knowledge regarding motorcycle development made him an asset not only to his employer, American Honda, but to the motorcycling community as a whole. Bruce embodies the spirit of the AMA Motorcycle Hall of Fame, and we're proud to have his memory grace its halls."

While still competing, Ogilvie branched into management. In 1984 he was hired by American Honda, where he coordinated the company's off-road racing efforts, served as senior test evaluator for the Product Evaluation Department and developed some of the most impressive racing talent of the next generation.

HONDA CRF150 CUP

COME RACE WITH US!

American Honda and MX Sports Pro Racing are proud to announce the Honda CRF150 Cup. These events, which are designed to showcase tomorrow's top motocross talent, will take place in conjunction with the Lucas Oil AMA Pro Motocross Championship and feature significant support from American Honda Motor Corporation as well as the Honda Riders Club of America (HRCA).

STEEL CITY RACEWAY / SEPTEMBER 4

PALA RACEWAY / SEPTEMBER 11

American Honda has posted a significant contingency payout for each event, with over $11,000 up for grabs.

For information on the Honda CRF150 Cup, including entry forms, please visit:
www.mxsportsproracing.com

For information on the Honda CRF150 motorcycles, or to locate a dealer, please visit:
www.powersports.honda.com

HONDA

LUCAS OIL MOTOCROSS CHAMPIONSHIP AMA

MX SPORTS

Ride for Kids Going Strong

Generosity is a wonderful thing. So far this year, motorcyclists from around the country have helped the Ride for Kids (RFK) program raise more than $1.8 million in support of medical research and family support programs for the Pediatric Brain Tumor Foundation (PBTF).

During the month of June, a significant number of RFK events took place in both perfect and not-so-perfect weather conditions. RFK first kicked off in Atlanta in 1984, when a handful of riders raised $4000. Support within the riding community is still going strong in 2010, with 550 participants bringing in $110,712 to the PBTF. In Cleveland, Ohio, 250 riders came out to support the kids at Rocky River High School and raised $70,576, while over 325 motorcyclists and supporters gathered in Virginia at the *Richmond Times-Dispatch* in Mechanicsville to raise $103,959 in donations. Miserable weather in Colorado didn't stop 125 motorcyclists from gathering in Golden to head off on a tour of the mountains, with $46,801 being donated to the PBTF.

In July, beautiful blue skies in South Bend, Indiana, made for a great Ride for Kids day with over 350 motorcyclists, fundraisers, volunteers and families raising $71,866. The 200 motorcyclists and supporters who turned out for the 18th Minnesota RFK brought in $47,965, while Utica, New York, attracted 500 supporters to its RFK rally and raised a city record of $109,826. An astounding 1000 motorcyclists and supporters converged on Elgin Community College in Chicagoland for the area's 22nd RFK, and an astounding $253,165 in total was raised. In Marysville, Ohio, RFK celebrated its 19th year, and support from 210 motorcyclists helped raise $70,560. Kansas City put on its seventh fundraiser at Johnson Community College in Overland Park, and the 200 enthusiastic motorcyclists and supporters raised $39,050.

2010 Red Bull Indy GP: HRCA Members-Only Discount Tickets Still Available!

There's still time to plan your trip to the 2010 Red Bull Indianapolis GP and take advantage of great HRCA Members-only discount tickets! Don't miss your chance to see the fastest motorcycle racers in the world tackle the world-class Indianapolis Motor Speedway on August 27-29.

For anyone who is an HRCA Member, special ticket packages to the 2010 Red Bull Indianapolis GP at the famous Brickyard are now being offered.

Details of the Indianapolis event and available packages are listed on the ticket purchase page.

Members who purchase tickets through this HRCA program will also receive an HRCA lanyard!

Click here to learn more about the 2010 Red Bull Indianapolis GP ticket packages

Follow Honda Online

*Stay up to date on the very latest in Honda street and off-road motorcycle news plus everything that's going on in the world of Honda racing by checking out **powersports.honda.com**. For the latest from the HRCA, go to **hrca.honda.com**. In addition to these Web sites, Honda customers and enthusiasts are tuning in to Honda's social networking pages on Facebook, MySpace, Twitter, YouTube and Flickr to stay informed. It's never been so easy to share information with friends, family and like-minded people.*

Click on the icons below to check out Honda Powersports pages:

Click on the icons below for Honda Fury news and photos:

The VFR1200F has its own Facebook page, just click on the icon below to connect:

Honda Red Bull Racing's Andrew Short, Davi Millsaps and Ashley Fiolek have all caught on to the social networking phenomenon; all are avid Facebook, Twitter and MySpace users. On a daily basis the Honda athletes post tweets on Twitter and blog on Facebook, communicating directly with their followers.

Don't get left behind. Visit a Honda social networking page and become a Honda follower today!

Honda Genuine Accessories HRC Power-Up Kits

Nobody builds racebikes the way HRC does, and HRC develops the parts that set these machines at the pinnacle of racing's evolutionary scales. Now you can enjoy the genuine factory edge at the track with these Honda Genuine Accessories HRC Power-Up Kits. Designed for the 2007-2010 CBR600RR and 2008-2010 CBR1000RR, these parts give track-going enthusiasts just about everything needed: camshafts, transmission gears, exhaust system, wiring harness, throttle kit, front fork, rear shock assembly, steering damper, air-intake kit and radiator. Selected items have been homologated with the AMA for road racing and they'll also get the job done in other pro series or in club racing. In addition, competitors in the Moto2 series are also using some of these parts. *(For more information regarding Honda's 2010 racing contingency program, see sidebar at right.)*

If you're going racing, these Honda Genuine Accessories Power-Up Kits are nothing but the best, from the foremost racing entity on the planet: HRC. These parts are for use in closed-course competition only; on-road use may be illegal. Check with your specific race-series regulations regarding use of these Honda Genuine Accessories HRC Power-Up parts.

American Honda 2010 Contingency Program

HONDA R3 RED RIDER REWARDS

American Honda's racing contingency program includes a wide range of professional and amateur racing venues in 2010. The Red Rider Rewards program supports racing all across the United States by offering contingency payouts to a wide range of Honda-mounted professional and amateur racers during the 2010 race season. Now encompassing road racing, dirt track and ATVs, the program supports Honda customers in virtually all disciplines of racing.

In the world of American road racing and adding to the already impressive contingency program, American Honda has included a $35,000 bonus to any Honda CBR®-mounted rider who captures the 2010 WERA National Challenge Superbike Championship. Eligible models for contingency payouts include 2008 and newer machines.

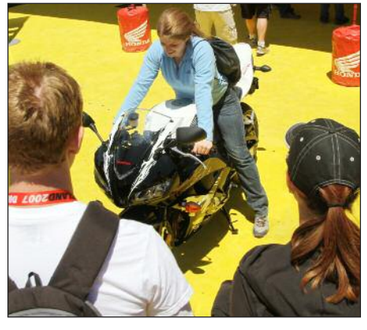
Click here for additional information regarding Honda's 2010 contingency program

Monterey Magic

The annual pilgrimage to Monterey for MotoGP is like no other motorcycle event in the country

There's something magical about Monterey. Maybe it's the way the mountains tumble into the sea, bisected by the black ribbon of Highway 1 as you head toward town. Maybe it's the way Monterey opens its arms to motorcyclists, flooding in from across the country and indeed across the globe for the annual Red Bull MotoGP. Or perhaps it's the excitement that ripples up from your toes as the teams warm up those amazing MotoGP machines in a symphony of shrieks that rattles your rib cage and gets the blood stirring like no other sound on Earth.

This year, more than 113,000 fans experienced the magic of Monterey over three days of MotoGP bliss that also saw the AMA national fill gaps in the schedule so there was never a dull moment. And, of course, Honda was there in force, not only on the track with multiple MotoGP teams, but also with a huge display and a deluxe HRCA hospitality suite that included a place to kick back and watch the races on big flat-screen TVs. HRCA Members could also enjoy Turn 4 grandstand seating for a different view, a paddock pass, preferred parking, a Honda gift pack and even a lap around the famed Laguna Seca circuit.



● *Even if you missed the HRCA experience at Laguna Seca, you still have a chance to sign up for special treatment at the 2010 Red Bull Indianapolis GP, August 27-29, just click here for details*

Even with all the excitement surrounding the racing and the entire event at Laguna Seca, the crew took time to send best wishes to LCR Honda's regular MotoGP racer Randy de Puniet, who is steadily recovering from a broken left leg.

Left: Roger Lee Hayden took advantage of his fill-in ride on the LCR Honda RC212V MotoGP bike to finish a strong 11th following a race-long battle that saw him edge out Alex de Angelis, a fellow replacement rider on the Interwetten Honda MotoGP mount.

An epic on-track dogfight between Repsol Honda's Andrea Dovizioso and Valentino Rossi came down to the last corner on the last lap where a small slip-up cost Dovi a podium finish and he had to settle for fourth place on the day.

American Honda Reveals

Moto2 Machine

At Laguna GP

This year's USGP at Laguna Seca gave American road racing fans a live glimpse of the new Moto2 class as American Honda unveiled the machine it will enter in the Red Bull Indianapolis GP. Moto2 replaces the long-running 250cc world championship, and it features machines comprised of prototype chassis and powerplants derived from Honda's SuperSport-spec CBR600RR, a machine that has shown itself to be one of the most powerful and popular inline 600s in history.

Designed as a stepping stone for the MotoGP class and other premier classes, Moto2 is the first time in Grand Prix world championship racing that a single manufacturer has supplied engines for an entire class. While Moto2 racing did not take place at Laguna Seca (it will instead run at the Red Bull Indianapolis GP at the Indianapolis Motor Speedway on August 29), American Honda offered fans a close-up glimpse of what the class is all about when it revealed its Moto2 team at the Laguna GP.

American Honda was awarded a wild card entry for the Moto2 class at Indy, and as a result the company put together a team that includes Moriwaki Engineering, Kevin Schwantz as team manager, Kevin Erion as crew chief, Roger Lee Hayden as the rider and a host of sponsors.

"American Honda views the Indy GP as an opportunity to support Moto2 in the U.S.," said Ray Blank, Senior Vice President, Motorcycle Division. "We are very excited to be road racing again in America. This great new production-based world championship format is based on the Honda CBR600RR engine platform, so it's a natural for our participation."

The team machine is a Honda-powered Moriwaki MD600. Moriwaki has been at the forefront of professional racing for 34 years, specializing in Honda-related products. Best known for its Honda V5-powered MD211VF MotoGP bike, which campaigned in 2004, the firm—in conjunction with American Honda—more recently released the MD250H, a 250cc four-stroke single-cylinder lightweight racer to support youth road racing in America. In Moto2, Moriwaki has already proven its engineering prowess, winning three rounds with its MD600 in the hands of Gresini Racing's Toni Elias. As a result, Elias currently leads the Moto2 championship, Thomas Luthi of Interwetten Moriwaki is second, and Moriwaki leads the constructor championship standings.

"Once Moriwaki was in place, pieces of the puzzle started coming together," said Blank. GEICO Powersports and the Ride for Kids got on board with the team. After all, the average MotoGP weekend has a total audience of about 100,000-plus on the ground and broadcast impressions of over 300 million.

"We needed a savvy team captain, and they don't come any smarter than Kevin Schwantz," said Blank. "We contacted him to see if he would be interested, and he liked the project."

Schwantz, the 1993 500cc Grand Prix World Champion, currently runs the Schwantz School, where riders can learn from him aboard Honda CBR600RR machines. "It's an honor for me to be chosen as team manager," said Schwantz. With 25 Grand Prix wins during his career, Schwantz is the second most successful American road racer behind Eddie Lawson, and his do-or-die riding style endeared him to fans like few racers in history. In a rare display of respect, the FIM retired Schwantz's racing number 34 as a testament to his popularity. For the first time since his retirement in 1995, Schwantz's famous number 34 is again part of Grand Prix competition on Hayden's Moto2 Moriwaki MD600.

Hayden's participation in the effort reunites the popular rider with American Honda and Erion Racing—American Honda's premier support team for more than 15 years. Roger and his brothers Nicky and Tommy are American racing royalty, and the Indy GP will give American fans another opportunity to see him racing a Honda 600 on American soil. At 27, Hayden also qualifies to race as a wild card entry: Moto2 rules require all wild card riders to be 28 years old or younger. "The Moto2 class is really competitive, and I'm looking forward to jumping in the middle of it," said Hayden, who is currently competing in the World Superbike Championship. He also replaced the injured Randy de Puniet on the LCR Honda RC212V at the Laguna MotoGP event.

To capture the uniqueness of the effort, American Honda engaged world-renown artist Aldo Drudi, founder of Drudi Performance, to create a special livery for the bike and team gear. Drudi designs many of the MotoGP machine graphics, and he also designed the graphics for the 2010 Gresini Moto2 team. Interestingly, Schwantz was the first GP rider wearing a Drudi-designed helmet to win a World Championship.

The effort also is designed to benefit the Pediatric Brain Tumor Foundation (PBTF) Ride for Kids (RFK) program

(Left to right) American Honda Press Department Manager Bill Savino chats up the incredible Moto2 bike with Kevin Schwantz, Roger Hayden and Kevin Erion.

and its efforts to fight childhood brain tumors. Since 1991, the Honda Riders Club of America® (HRCA®) has been the presenting sponsor of the RFK. Drudi-designed replica team T-shirts and hats went on sale prior to the Laguna GP to jump-start this fundraising process (go to ***rideforkids.org*** today to make a donation and receive your collector apparel), and at Indy the apparel will be available on-site. There will also be a photo opportunity for fans to have their portrait taken with the team bike, with the proceeds to benefit the PBTF.

In addition, Schwantz will lead a Lap of Champions at Indy, a parade lap around the GP circuit limited to only 300 motorcycles; proceeds from this event will also go to the PBTF. To sign up for the Indy Lap of Champions, go to ***rideforkids.org***. And perhaps most exciting of all, a set of autographed leathers from the American Honda Moto2 effort will be auctioned off following the Indy GP, with the proceeds to be donated to the PBTF.

As great as it is to see American Honda back in road racing competition on American soil, it's even more inspiring to see such an effort benefiting as great a cause as the Ride for Kids.

● *For more images of the Honda-powered Moriwaki MD600 Moto2 bike and the press reveal at the Laguna GP, click here*

Coming to America

More samples of the Benly, an early non-export Honda, reside in America than anywhere else in the world. How did that come to pass?

By his reckoning, California's Ron Mousouris figures there are less than 20 Honda Benly motorcycles known to exist worldwide. These motorcycles were very early Japan-only Hondas, never exported for commercial sale. Yet Ron has seven of them in his possession. His goal is to restore as many of these ultra-rare machines as possible, and that process is well underway. How did this come to pass? That's a very good question, with a very good story to go along with it. But first, a little background.

Like many other enthusiasts, Ron's infatuation with motorcycles began when he was a teenager. In 1967, he was 15 years old and fed his motorcycle fever by hanging around the local shop, Honda of Goleta (California). In September 1969, when the first Sapphire Blue Honda CL350 Scrambler was uncrated at the shop, he fell head over heels in love with it. However, the Honda CL350 cost $810 new, and he had only about $600 saved up. Fortunately for Ron, shop owner Dougal House recognized the dilemma and allowed Ron to purchase the bike by working off the $210 balance in the service department.

Ron rode the CL350 with joyous abandon every day for three months. Then, one evening in late November he walked to the garage to find his Honda gone…stolen. The vacancy in the garage fell on him like a crushing weight. But when the police later recovered his bike, Ron's shock was even greater: They brought him a bare frame, stripped of all its parts. "My first motorcycle turned into my first experience with restoring a bike, although at the time I didn't consider it a restoration. I just wanted to get my bike back together so I could go riding once more," Ron explained.

Dougal extended added kindness in helping him assemble a running motorcycle, and soon Ron and his CL350 were rolling once again. In sum, that total experience fostered a deep connection with Honda motorcycles. A few years passed, Ron sold the 350 to buy a

Honda CB400F four-cylinder during his college days, and life kept moving on. He began his career, got married and started a family, and motorcycles got crowded out of his life for about 15 years.

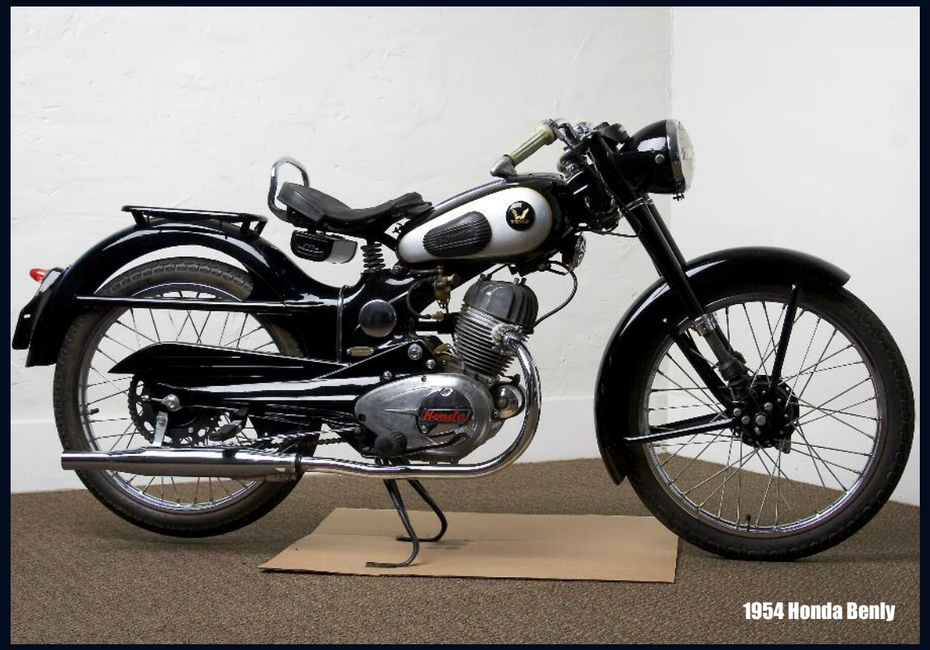
Then one day in the early 1990s, Ron and his young son Alex were out on a walk when they spotted a beat-up old CB350. “I was just getting back into bikes, and here was this ratty old twin-cylinder Honda in just really rotten shape,” said Ron. “But as we looked it over, it occurred to me that this was a chance to teach my son a life lesson, that you don’t have to buy brand-new things all the time to be happy. You can find an old neglected item, make something nice out of it, and discover plenty of joy in that process. So we bought it and worked on it together to restore it.”

The end result was so nice Ron decided to enter it in the *Cycle World* Rolling Concours held at Sears Point Raceway, and it won the Best in Class award. “The bike drew lots of attention, and one guy told me he just had to have it,” Ron recalled. “So I talked to Alex about selling ‘our’ bike. I told him that he and I would always have what we shared together in restoring that CB350, so was it necessary to keep it forever? We decided there was really no need to possess it, so we sold it.

“What I didn’t expect to gain out of all this was the deepened emotional connection I now had with Honda, as well as the positive memories and valuable object lessons about possessions that Alex and I shared. Part of this extended back to my first CL350 experience, and although it sounds kind of corny and trite, restoring the CB350 helped me find closure with that earlier painful experience.” More pertinent to our story at hand, this project jump-started the restoration career of Ron Mousouris.

Ron explained, “By the mid-1990s this new Internet concept was starting to really change things. A friend sent me a sepia-tone image of a Honda Benly JA, and I was so struck by the looks of that bike; it just had so much charm. So I began an online search to learn about this machine and other early Hondas, bikes I knew nothing about. I connected with a fellow in Japan, Masahiro Kotera, who was doing a vintage-motorcycle magazine. I sent him $5 for a magazine, and we began corresponding regularly. He told me he stumbled across Benlys every now and then, so I asked him to keep his eyes open on my behalf.”

Prior to establishing American Honda in 1959, Honda


1954 Honda Benly

“As we looked it over, it occurred to me that this was a chance to teach my son a life lesson, that you don’t have to buy brand-new things all the time to be happy. You can find an old neglected item, make something nice out of it, and discover plenty of joy in the process.”

Motor Company and founder Soichiro Honda created two important machines that were the company’s first true motorcycles, rather than bicycles with engines. First came the 98cc two-stroke Dream D in 1949, which morphed completely in 1951 into Honda’s first motorcycle powered by a four-stoke engine, the 146cc Dream E. The next-generation series began in 1953 with the introduction of the 89cc Benly J, and this line of single-cylinder overhead four-stroke motorcycles would eventually grow to 125cc in displacement.

“Well sure enough, in time Masahiro found a 1957 125cc Benly JC57, and he sent photos and info,” Ron said. “I bought it, and he shipped it to the U.S. When it arrived it was in awful shape—it had been in several crashes. [Later research determined that this particular unit was raced by the Honda factory in the Mt. Asama races in 1957, where it placed third in class.] Looking back now, it’s one of the worst bikes I’ve ever had. Everything was bashed or bent—the tank, headlight shell, fenders, everything. I put about 1000 hours into that bike; this restoration was not cheap or fast, and I had so much to learn. But I kept chipping away at it because it was a personal challenge and also because this bike was so rare. This bit of Honda history had come into my life, and I just wanted to do my best.”

Turns out Ron’s best was pretty dang good. In 2005 he and a friend traveled to the Mid-Ohio Vintage Motorcycle Days show, where the 1957 Benly won the Best of Show award—even though Ducati was the featured marque that year—and Paul Smart awarded Ron the winner’s plaque. Mark Mederski, then-director of the AMA Hall of Fame Museum, saw the bike that weekend and asked Ron to enter the Benly in that year’s invitational Hall of Fame show, where two months later it won that Best of Show award as well.

Perhaps more important, this exposure for the restored Benly also garnered attention in Japan, and more contacts opened more doors for old Honda motorcycles and parts. And so his collection grew—as did the looming task of many restorations. Ron said, “That 1000 hours I spent on the first

1956 Honda Benly

Benly were really important since it was a reverse-engineering process that taught me so much about restoring old Hondas. Subsequent work went much more smoothly and quickly thanks to all that I had learned. Yet I now have seven Benlys, and out of those I'll probably be able to net four restorations and one bike that will be a modified 'racing' restoration. Some collectors will consider such modification as sacrilege, but I just don't have enough parts to do a full fifth restoration.

"I also came to realize that I needed help with these bikes. So I found Jeff Tuttobene to help me with the engine rebuilds. Engines are a real forte for Jeff, although he does complete top-to-bottom bike work and also specializes in Honda Z50 Mini Trail restorations and project bikes. I had a friend who was thinking about buying an old Honda for vintage racing, and on eBay I stumbled across a very nice CB77 Superhawk 305 that Jeff had built, complete with many Honda racing parts: megaphone exhaust, solo seat, clip-ons, high-compression pistons, high-lift cam and more. My friend passed on the deal so I bought it, and the Superhawk was so stunning it turned out to be my 'interview' with Jeff—it is a gorgeous piece of work. He was definitely the guy to help me with the engine restorations."

Now, with a number of vintage Hondas restored and more in process, we asked Ron if he had a favorite and he was quick to reply. "My favorite is the 1954 Benly J, for many reasons. Some would call the 1957 Benly JC57 more significant because it raced at Mt. Asama—by the way, the right end of the crankshaft on that bike cracked and split off a small piece. So Mr. Honda surely must have had his hands on that bike to inspect it, and that's a strong and important connection. Still, I don't think that racing background makes the JC57 more important than the 1954 J, and for a number of reasons. First, in my opinion the 1954 Benly J is simply a more charming machine—its design began in 1952 and is a direct reflection of Mr. Honda, including some of his artistic touches that reach beyond pure function. Look at the graceful curve of the rear fender, for instance—it's beautiful. And there are also signs of Mr. Honda's engineering brilliance and innovation. The swingarm pivot runs through the rear of the cases to support and isolate the engine, which is not bolted to the main frame at all. So this is an exceptionally smooth-running machine.

1957 Honda Benly

1960 Honda Benly

Just as important, Honda released this bike at a crucial point in the company's history; in 1954 there were well more than 100 motorcycle companies offering bikes for sale in Japan, and the Benly J needed to be a home run if the company was to survive.

"All of these Japan-only Hondas hold a direct connection to Mr. Honda, but it's the 1954 Benly J that has the stronger connection, and that's why it's my favorite. The fact that he designed and perhaps actually touched these machines forms a direct connection to the man I admire most in motorcycling. You know how people love to play that game of 'If you could meet anyone in history, who would it be?' Well, in the realm of motorcycling that would have to be Soichiro Honda. Nobody can really argue that Mr. Honda didn't influence all of motorcycling more than any one man. He is the man I most admire, and these bikes are the passport through time and distance that allows me to connect with him."

Some vintage Honda motorcycles from the Ron Mousouris collection are on display through September 26 at the California Oil Museum, 1001 E. Main St., Santa Paula, CA. Hours: Wed.-Sun., 10 a.m.-4 p.m. Adults $4, Seniors $3, Students $1. For more information go to *oilmuseum.net* or call (805) 933-0076. The following motorcycles are on display:
1954 Dream 4E
1954 Benly J
1956 Dream 6E
1956 Benly JC56
1957 Benly JC57
1960 Benly CB92 Racer
1964 CB77 Super Hawk 305 Vintage Racer
1967 CB160 Vintage Racer
1994 NSR250R

Click here to view more photos of Ron Mousouris' collection

50 Years of Silence

After a half century of resting inert, Benly engines bark to life once more

Ron Mousouris knew the task at hand was too big to handle alone: Seven Honda Benlys from the 1950s needed restoring. Facing this body of work, he began searching for an engine specialist. The man he found to share in the joy—and pain—of restoring these machines is Jeff Tuttobene.

HRR: What did you think of the task ahead of you when Ron first approached you about restoring Benly engines?

Jeff: Frankly, it was overwhelming. I had to stop and think about it overnight because there were so many difficult circumstances to address: Where will we get parts? What if we have to make parts? What if I break something? All this had to be addressed, and Ron did. So I signed on.

HRR: You've done a lot of restoration work on other Hondas; how did that help prepare you for working on the Benlys?

Jeff: I'm a certified Honda Tech, I've been involved in road racing and I've been specializing in restoring Z50s since 1994. Through all that, the key lesson I learned is to always buy quality, not junk. Whether it's a whole bike or just parts, buy quality. A junk part at a fraction of the cost is no deal because you'll probably have to replace it again all too soon. That's why the majority of parts I've sourced for the Benlys are cross-referenced Honda OEM parts.

HRR: When you received the first Benly engine, what were your initial impressions about the design, quality and so on?

Jeff: I was really intimidated by how different the Benly is; I've never seen technology like this. These engines have such a mix of modern and old-school designs. For example, there's a pressurized oil jet that cools the underside of the piston in modern fashion, yet it's a "rock crusher" three-speed gearbox—not constant mesh. So you'd just about have to double-clutch the shifts to keep from stripping off the gear teeth. It's such a fascinating blend of the innovative and the archaic.

HRR: What shape were these engines in when you began to open them up?

Jeff: (Laughing) The first engine Ron gave me was completely frozen up. He had tried for two years to free it up. The bike must have been sitting out exposed and water got down into the engine. That was the worst, obviously; the others have been in better shape.

HRR: These engines are more than 50 years old; tell us about some of the challenges in working on them and sourcing out parts.

Jeff: Again, since I've been doing so much with the Z50s I know where to go to source whatever we need: pistons, valves, valve seats, oil filters, gaskets or whatever. I try to cross-reference Honda OEM parts as much as possible, such as measuring seals and bearings to match up parts by size. I had J&E Pistons make up new pistons and rings for us; the pistons are very unusual in that the valves are splayed out to the side, so the piston has the valve pockets cut into the right side and left side. And I hand-made the mesh oil filter to strain the oil coming out of the oil pan. I bought a brass screen, formed it around a wooden dowel and soldered the ends together. Then I soldered it to the backing plate and soldered the top to keep the mesh from fraying.

HRR: As you began restoring these engines, what were some of the surprises you discovered along the way?

Jeff: The piston for the 125cc Benly is amazing; it has two holes and a slot cut into the piston skirt—I'm assuming it's for oil recovery. The one-piece oil control ring is slotted to channel oil—other Hondas do that—but there are also long slots in the oil ring groove to allow the oil to pass through. Nowadays all pistons use a series of holes to do that rather than a big slot.

HRR: Mr. Honda himself helped create the early machines; what does that hands-on connection mean to you?

Jeff: That's why I'm so passionate about this project. He could have worked on this very engine that I just restored. This project gets me closer to Mr. Honda than any other way I can think of.

HRR: As you restore these vintage Hondas you're literally preserving a slice of history, perhaps even handmade art, in rolling form. What does that mean to you?

Jeff: Every one of these engines is slightly different from the next, and they each have their own personality. For example, the transmission on each engine is shimmed individually, with a different set of shims of different thicknesses. Which is to say these engines land somewhere between production-line style and hand-built machines. These are motorcycles from a different era. And I want to be a piece of history too. This is my shot at becoming an entity tied in with the history of Honda.

Click here for additional behind the scenes restoration photos

2 Oceans, 3 Generations

Three generations of riders journey coast to coast—with the help of the Honda SH150i scooter

As far as motorcycling families go, Tracy McIntyre figures his father Gene has been pretty much the perfect dad. Gene introduced his sons to riding at an early age and later helped them get a start in the motorcycle industry. So with Gene's 70th birthday approaching, what better way to celebrate this milestone than with a cross-country tour? Plans grew even more interesting when Tracy's young son Mathew announced that he wanted to go along for the ride—on his own bike. And so it was that three generations of McIntyres completed an unforgettable journey that stretched from the Atlantic Ocean to the Pacific—with Tracy and Mathew choosing Honda's SH150i scooter. Here's this adventurous tale as recounted by Tracy.

I have been riding motorcycles since 1973, when I was nine years old and my father brought home a new 80cc dirt bike. I began racing dirt bikes shortly after that, and in 1994 I won a WERA national road racing championship. The riding, racing and business were all underwritten or funded by my father, who actually cosigned the loans to open our dealership, Mr. Motorcycle, in 1985. I was just 21 years old at the time, so you can see I could not have been as successful had it not been for my dad. When he was a young man he wanted a motorcycle but could not afford one, so he set out to fix that circumstance with his own sons.

Having benefitted so much by having such a great father, I decided that since my dad was turning 70 on August 12, 2010, we should do something really big together. We decided a cross-country ride would be perfect, but when my son Mathew heard about it he wanted to go as well—which my father and I thought was brilliant. Nowadays most kids just want to sit around and play video games, so if Mat wanted to get out and ride with us that was great.

Mat has been riding dirt bikes since the age of three and is quite skilled, but riding on the street was something new. I searched for a rider education course, and since our family has a residence in New Mexico, we found that with a Motorcycle Safety Foundation training certificate, 14-year-old Mat could legally ride a bike with an engine displacement of 150cc. That made choosing his ride simple: the new Honda SH150i.

Now, even with a deep background in road racing, I've been a die-hard scooter enthusiast for years. I think they're really fun, comfortable, cool and easy to ride, and of course they're very economical to run. Since the SH150i was a new addition to the Honda lineup, I put over 400 miles on one to test it out and was totally convinced it was the perfect choice for this trip. After Mat obtained his license, he and I enjoyed some practice runs, and then we began our coast-to-coast adventure. Mat and I would both ride an SH150i, while my dad chose Honda's new NT700V touring bike.

We began by wetting our wheels in the Atlantic in Jacksonville, Florida, and then we started riding west to San Diego. All three motorcycles worked flawlessly the entire trip. The scooters topped out at 75 mph downhill and typically ran 65 to 70 mph for 2500 miles. They are very easy to handle, and we got a little more than 80 mpg during the trip even though about 95 percent of the miles were at full throttle. We changed the oil around 2300 miles. The linked braking system on the SH150i is very well designed, worked very well and was a nice comfort giver during our many miles on the road.

The aerodynamics of the small shield and front fairing worked well for my 5'10" frame, and I could go just as fast sitting straight up as I could with a slight tuck. However, if I wanted to hit 75 mph I did need to tuck down like a road racer; Mathew could go about 4 to 5 mph faster than I no matter what I did, probably because he weighs 50 pounds less and has narrower shoulders. I can tell you that although the SH150i is a great freeway bike it is even better around town. At 55 to 60 mph it just hums along so sweet. The SH150i is more stable than some competitors' 250cc machines, I believe due to its 16-inch wheels and Honda design.

My father chose the NT700V after ruling out the Silver Wing due to the extra legroom on the NT700V. The NT was a great choice, and all of us used the easy-access bags to carry bottles of water, etc. The NT700V did not need to work very hard to keep up with the SH150is, and it got 58 mpg for the trip.

Notes from Gene:

The trip was arduous, only made better by the quality of the NT700V and its dependability. What surprised me the most was the difference in the flavor of the country that we drove through on the motorcycle when compared to a car. The cooperation of the drivers of the trucks and automobiles surprised me; they were very considerate. Other travelers on the road were very interested in what we were doing. Automobile drivers seemed more open to communicating with us because we were on motorcycles than they would have been if we'd been in a car, even coming over to us, starting conversations and videotaping us. The mirrors on the NT700V are the best of any motorcycle I have ever ridden, and although I did not ride the SH150i, I did spend days following the two scooters and am amazed at the performance of them.

Notes from Mathew:

The SH150i was very reliable just like my CRF150. It also has linked braking, which I like, and the engine is smooth and quiet. My friends said my ride was really cool, and they said they were proud and congratulated me—my dad and I figure I'm the youngest person on record to ride a motorcycle across America. I really enjoyed the end of each day when I got to look back at what I had done. My favorite moment was at the end of the trip when we reached San Diego—I felt really good about it all. And now I am thinking about riding my SH150i border to border from Mexico to Canada next.

Introducing the 2011

CRF450R and CRF250R

Even though we're still surrounded by summertime weather, knowledgeable MX aficionados know that this is also the time for new-model introductions. And sure enough, here we have the 2011 CRF450R and CRF250R in their first-look glory. Naturally, this is just the preliminary info, but it's certainly more than enough to whet your appetite for what the new model year holds in store!

The class of the open-class MX bikes: CRF450R

Long regarded as the bike of choice in the big-bore motocross division, the 2011 CRF450R incorporates a host of improvements that will help this bike retain its standing as the yardstick by which all others in the class are compared. Various tweaks to the engine tuning broaden the already prodigious powerband—more low-end pull and midrange grunt—while also enhancing throttle response via a new throttle body. In addition, revised suspension linkage and settings yield improved control, increased ride plushness and enhanced rear-wheel traction. A new Honda Progressive Steering Damper (HPSD) with a larger damper piston (24mm versus 20mm) produces even better tracking traits than before. In addition, the CRF450R now features a newly designed muffler that meets the sound levels of 94 decibels required by some racing organizations in 2011, making it competition-legal right off the showroom floor. All this and more make the 2011 CRF450R a shoo-in to maintain its dominant role among open-class MX bikes. MSRP $8,199. Available in Red beginning October 2010.

2011 CRF450R SPECIFICATIONS

ENGINE TYPE: 449cc liquid-cooled single-cylinder four-stroke

BORE AND STROKE: 96mm x 62.1mm

COMPRESSION RATIO: 12.0:1

VALVE TRAIN: Unicam, four-valve; 36mm intake, titanium; 30mm exhaust, steel

INDUCTION: PGM-FI, 46mm throttle body

IGNITION: Full transistor with electronic advance

TRANSMISSION: Close-ratio five-speed

FINAL DRIVE: #520 chain; 13T/48T

SUSPENSION
Front: 48mm inverted KYB Air-Oil-Separate (AOS) with rebound and compression damping adjustability; 12.2 inches travel
Rear: Pro-Link KYB single shock with spring preload, rebound damping adjustability, and compression damping adjustment separated into low-speed and high-speed; 12.5 inches travel

BRAKES
Front: Single 240mm disc with twin-piston caliper
Rear: Single 240mm disc

WHEELBASE: 58.7 inches

RAKE (CASTER ANGLE): 26° 52'

TRAIL: 114.2mm (4.5 inches)

SEAT HEIGHT: 37.6 inches

GROUND CLEARANCE: 13.1 inches

CURB WEIGHT*: 238 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

The award-winning CRF250R gets better yet in 2011

Despite winning numerous comparison tests and awards in 2010, the CRF250R enters the new season sporting a number of improvements that will help it continue its winning ways. A new Honda Progressive Steering Damper (HPSD) with a larger, 24mm damper piston aids tracking precision, and new suspension settings front and rear help give this stellar-handling machine even better chassis balance for 2011. Changes to engine tuning now give the CRF250R a stronger bottom-end and midrange hit, and this 2011 model features a new muffler that meets sound levels of 94 decibels required by some racing organizations. MSRP $7,199. Available in Red beginning October 2010.

2011 CRF250R SPECIFICATIONS

ENGINE TYPE: 249cc liquid-cooled single-cylinder four-stroke

BORE AND STROKE: 76.8mm x 53.8mm

COMPRESSION RATIO: 13.2:1

VALVE TRAIN: Unicam, four-valve;
30.5mm intake, titanium; 25mm exhaust, steel

INDUCTION: PGM-FI, 50mm throttle body

IGNITION: Full transistor with electronic advance

TRANSMISSION: Close-ratio five-speed

FINAL DRIVE: #520 chain; 13T/49T

SUSPENSION
Front: 48mm inverted Showa 16-position rebound and 16-position compression damping adjustability; 12.2 inches travel
Rear: Pro-Link Showa single shock with spring preload, 17-position rebound damping adjustability, and compression damping adjustment separated into low-speed (13 positions) and high-speed (3.5 turns); 12.5 inches travel

BRAKES
Front: Single 240mm disc with twin-piston caliper
Rear: Single 240mm disc

WHEELBASE: 58.6 inches

RAKE (CASTER ANGLE): 27° 12'

TRAIL: 117mm (4.6 inches)

SEAT HEIGHT: 37.6 inches

GROUND CLEARANCE: 12.8 inches

CURB WEIGHT*: 227 pounds

**Includes all standard equipment, required fluids and full tank of fuel—ready to ride.*

2010 Shadow RS Press Launch

When we gave the *Honda Red Rider* readership a sneak peek at the new 2010 Shadow® RS in our April/May issue, we related how we came away quite impressed with this agile and responsive V-twin roadster with classic lines and standard-style riding ergonomics. Well, a little while later two groups of industry journalists gathered over a two-day springtime span at Huntington Beach Honda in Huntington Beach, California, to try out the Shadow RS for the first time, and they too offered up many positive impressions at day's end.

The list of journalists included representatives from *Cycle World*, *Motorcyclist*, *Rider*, *Ultimate Motorcycling*, *Cruiser*, *Cycle News*, *Motorcycle-USA.com*, *Road Bike*, *Motorcycle.com*, *Motorcycle Consumer News* and *Smart Shopper.com*. After departing from Huntington Beach Honda and riding to the coastal town of Dana Point via the Pacific Coast Highway, the journalists were treated to a surprise visit to Dan Gurney's All American Racers in nearby Santa Ana, where they were able to meet the racing legend himself and peruse his extraordinary collection of machines and race memorabilia before returning to the dealership.

Post-ride comments from the riders included: "Good looks; great riding position; nice exhaust note; color selections excellent; good base bikes to customize; fun, fun, fun!" Indeed, such enthusiastic observations were exactly in line with the thoughts we brought you in our April/May issue.

After the press launch, some more in-depth impressions regarding this Shadow RS riding experience included a short *Motorcycle.com* report stating, in part, "Of the four 745cc Shadows, this new RS holds the most appeal in our eyes. It's a real 'knees in the breeze' motorcycle, one that needs no apologies for what it is and what it isn't. Its style ethos, although derivative, is classic and will endure longer than the cruiser flavor du jour."

Online, *Cycle World* said, "The Shadow RS isn't quite as fire-breathing as Bubba Shobert's old 750 flat-tracker, but its 745cc, 52-degree, offset-crankpin, injected V-twin gets the job done with enough linear, smooth, broadband power to make things interesting—along with a pretty healthy exhaust note and a willing five-speed gearbox."

And so it seems our thoughts regarding the Shadow RS come echoing back once again. As we concluded previously, the Shadow RS handles a wide variety of riding scenarios equally well, and this pleasing blend of versatility and capability makes it a genuine all-around traveling companion that will happily transport you just about wherever you may wander. Indeed, the 2010 Shadow RS serves as proof positive that classic ideas recast in the modern era really never do go out of style.

● ***Click here to see the Shadow RS in action***

Birth of the

Super Cub

1962 C102 Super Cub

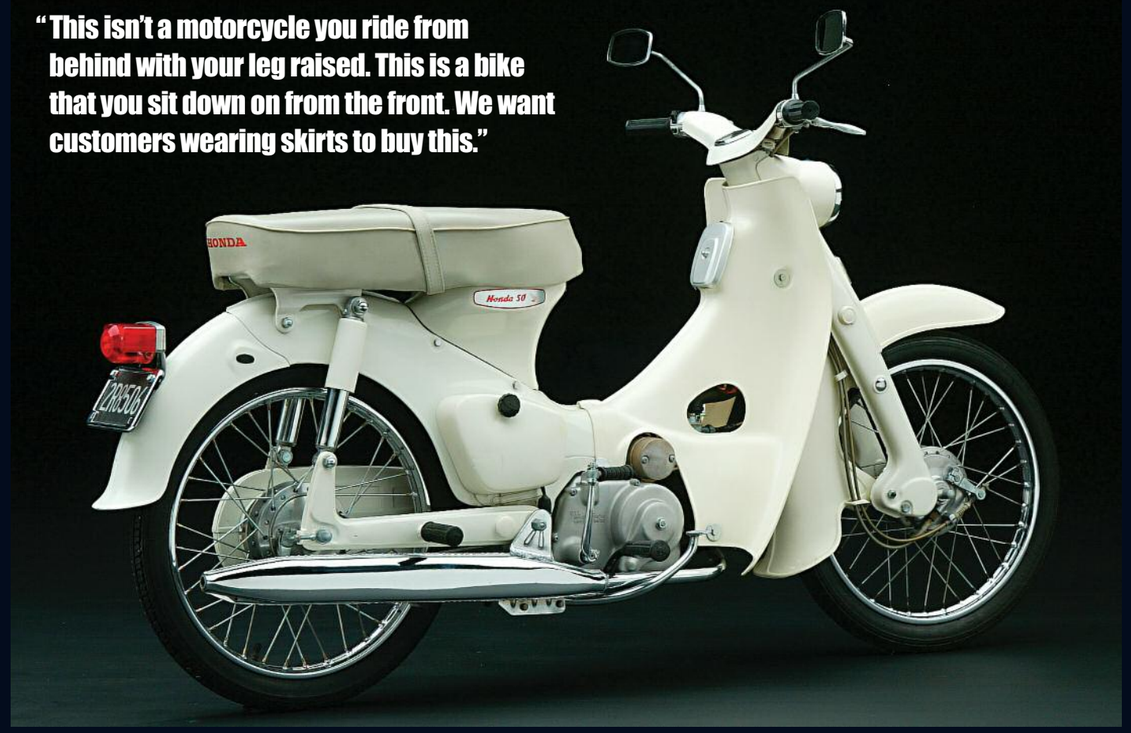
In 1956, Soichiro Honda and the company's Senior Managing Director Takeo Fujisawa traveled to Europe together. On the surface, their purpose was an observation trip but actually the two had an idea for a completely new product; they took this trip, to substantiate it. The Honda Cub F-Type had gone out of production, and in Japan mopeds were growing in popularity, replacing the auxiliary engine for bicycles.

Upon their return to Japan, the two men assigned development of this new product to the engineering design staff. Yoshiro Harada, then Head of the frame engineering design section, would lead this project. He remembers, "The Old Man talked about the idea he had in his mind. It was close to a moped, but it would be different. As we went on, it gradually became more concrete. The Old Man would get to the engineering design room early in the morning and call out, 'Hey, last night I thought of this,' and everyone in the room would come over to see what was up. After a while he would squat down and start sketching his idea on the floor with chalk. While he was drawing, he would be thinking ahead, so he'd use his hand to rub out what he had drawn and start sketching again. The employees who surrounded him would all be quivering with tension as they listened. 'The engine will be a four-stroke!' The Old Man had come to really hate two-stroke engines. In the New Year season of 1957, we started development, beginning with the engine."

Daiji Hoshino was in charge of the engine and recalls, "Nobody in the world was mass-producing anything like a 50cc four-stroke engine; if an engine was a 50cc, it had to be two-stroke. Mr. Honda would show up in the engineering design room every single day. I would be absorbed in working out some basic calculations, when I'd suddenly glance up and he would be standing behind me. He would often watch over my shoulder without my realizing it. Talk about turning up the heat! When we started drawing the engineering plans, it got even worse. For one thing, he could read blueprint drawings very quickly. He would take one glance and say, 'This is no good,' and put a rough pencil stroke right over a part I'd taken great pains to draw cleanly. He had very sharp intuition, so he could perceive problems instantly. There's no doubt about it, his brain wasn't like other people's.

"We were worried about not getting sufficient power output. The only thing was to enlarge the intake and exhaust valves. But this was a 50cc engine so the surface area available in the cylinder head was too small. If we used

"The Old Man talked about the idea he had in his mind. It was close to a moped, but it would be different. As we went on, it gradually became more concrete. The Old Man would get to the engineering design room early in the morning and call out, 'Hey, last night I thought of this,' and everyone in the room would come over to see what was up."



standard 12mm-diameter spark plugs, we couldn't increase the diameter of the valves. We decided to take a bold step and use 10mm plugs. To put it in Mr. Honda's language, 'Common sense is there in order for us to break through it.' NGK, the plug manufacturer, was very positive about developing 10mm plugs. We got an output of 4.3 PS, so we ended up with about twice as much power as anybody else." The engine was made a four-stroke. This was the crucial choice that determined the future of the Super Cub, a future still unfolding today.

Development of the clutch mechanism started at the same time as engine development. Harada recalls, "From the start, the Old Man was saying, 'I want to make it so the noodle shop delivery boy can balance his tray on one hand and operate the bike with the other.' In other words, a bike that would enable the rider to leave one hand free. That means the clutch wouldn't be operated by hand."

So the Super Cub employed an automatic centrifugal clutch. What required the team to take repeated pains, in particular, was the clutch disengagement mechanism; as many as eight different methods were tested.

Development of the body began in February as well. Harada handled the general supervision of everything from the engine to the styling. Motoo Nakajima was in charge of the front suspension team, and Futoshi Hasegawa's team worked on the rear end and brakes. Kichinosuke Ando, who joined the team in June, supervised the frame and body team.

The bottom-link front suspension that Nakajima had begun working on was designed to be small and sleek. However, it had the comfortable ride and toughness needed for travel on bad roads. "It was important to give the Super Cub a friendly look; we didn't want to make it seem too tough," Nakajima comments. "We had to consider production costs too and make the suspension function adequately, so I think this is where we had the most difficult time."

Ando remarks, "I joined the company in June 1957, when the Super Cub development was already in progress. What amazed me was that when the bike was completed, there weren't any properly written specifications. We didn't have blueprint drawings of the skeleton showing things like the length of the wheelbase, the caster angle, the trail and so on. Ordinarily, you base fabrication on those specifications, but Honda did the opposite. We built the skeleton and then wrote the specifications.

"The Old Man strictly demanded weight reduction. We trimmed and trimmed and finally got it down to 55 kilograms. We had good timing too. New materials like polyethylene were just coming out, and this was a time

when manufacturing technologies were taking great leaps forward. Honda aggressively adopted methods suited to mass production, such as electric welding. On top of the brains that were in the group, I think this good timing was a major factor in the Super Cub's success."

Underlying the Super Cub's success was the choice of 17-inch tires. Tires of this size were simply not being produced at that time. What was the reason for choosing the 17-inch size? Driving stability, the ability to drive across rough road surfaces, comfortable riding height, and appropriate distance from foot to ground when stopping the bike were among the conditions taken into consideration. This was the optimal tire size, and the decision was carried through Honda's affirmation. Harada recalls, "The tire manufacturer didn't go along at first; they would have been making 17-inch tires just for one Honda product model. It was the same story with the rim manufacturer. The result, though, is that they have been generously recompensed by the Super Cub's sales."

When April came, Honda began styling the body. The designer in charge of the Super Cub was a newcomer, Jozaburo Kimura. He had toured Honda's Shirako Plant the year before graduating from university and had been so impressed by the energy there that he joined the company.

1958 C100 Super Cub

The Super Cub went on sale in August 1958. From its engine and shape to its ease of riding, ease of use, durability, and economy, everything had "Put the customer satisfaction first."

"It was practically like an ionizing reaction going on inside a beaker," Kimura says. "Everyone was crackling with energy as they worked. I started working at Honda in November 1956, just when the top secret 'Operation Special M' had begun—the Super Cub development project. Something the Old Man was often saying around then made an impression on me: 'Make it something that fits in your hand!' At first I didn't understand. After awhile, I figured out he meant he wanted to make motorcycles an intimate presence in people's lives, something that anyone could use without fuss or worry. Make them like the tools you use with your hands."

The standard practice in European mopeds was to place the fuel tank forward, but Mr. Honda did not agree: "This isn't a motorcycle you ride from behind with your leg raised. This is a bike that you sit down on from the front. We want customers wearing skirts to buy this. Don't put the tank where it gets in the way."

The styling effort finally proceeded to the final mockup at the end of December. Honda said, "This isn't a motorcycle. It isn't a scooter, either." Indeed, this mockup, finished to look exactly like an actual product, showed a two-wheeled vehicle with a new form that had never before existed.

Fujisawa was called in to see the new product. For about 15 minutes, Honda eloquently enumerated the unprecedented features to Fujisawa. Then he said, "Well, what do you think? How many of these do you think we can sell?" Fujisawa's reply was, "Maybe about 30,000." A year? "No," said Fujisawa, "30,000 per month!" At this time, the aggregate number of units sold by all motorcycle manufacturers combined in Japan was somewhere around 40,000 a month.

The Super Cub was the first Honda product to utilize polyethylene on a large scale, from the front fenders on up. Harada recalls, "Using polyethylene was a great adventure. It was a new material just starting to gain popularity. There was no precedent for its use in the motor vehicle industry. We used it because the Old Man decided to use it. The riding performance of the Super Cub was raised that much higher because we had so many parts made of light polyethylene instead of heavy sheet steel. In the end, this material also turned out to be very effective in reducing our costs." If Honda had followed tradition and made all those parts with steel, Harada says, the Super Cub might never have become such a success.

Development took the unusually long time, by Honda standards, of approximately one year and eight months from inception. The Super Cub went on sale in August 1958. Mr. Honda is said to have made the Super Cub entirely from the customer's perspective. From its engine and shape to its ease of riding, ease of use, durability and economy, everything had "put the customer satisfaction first."

When Mr. Honda test-rode the bike, he deliberately went through puddles in the road to check how the mud would splash up on him. Having been brought to completion in this way, it was as though the Super Cub itself was the Honda philosophy turned into a bike.

$500 Additional Savings on a New Gold Wing Purchase

The vast majority of long-haul riders would likely agree the Honda Gold Wing® stands foremost as the ultimate touring motorcycle. No other model comes close to matching this amazing mount for both long-distance function and comfort, and most owners really love to pile up the miles aboard their Gold Wings. In fact, in most cases owners become so tightly attached to their Gold Wing they strongly resist giving up such a faithful steed—except, perhaps, for a new Gold Wing.

If such a scenario fits you to a tee, here's good news: Now is the ideal time to step up to a brand-new Gold Wing 1800, thanks to a special, limited-time offer from Honda. From now until September 30, 2010, you can trade in your Gold Wing—any model, any year—for a brand-new GL1800 and receive an additional $500 in savings, accessories, riding gear or other purchases at a participating Honda dealership in the United States. To make that offer even better, there's also 0.99 percent fixed-APR financing available through Honda Financial Services for qualified Gold Wing buyers.

In addition, participating Honda dealers will also be offering Gold Wing demo rides. So if your riding buddies have been talking up the Gold Wing 1800 but you've never had a chance to try one out yourself, check with your nearby Honda dealer or go to ***powersports.honda.com*** for a list of participating dealers so you can catch a ride aboard this amazing machine.

Hot Springs—Garvan (Photo courtesy of byways.org)

Hot Springs National Park

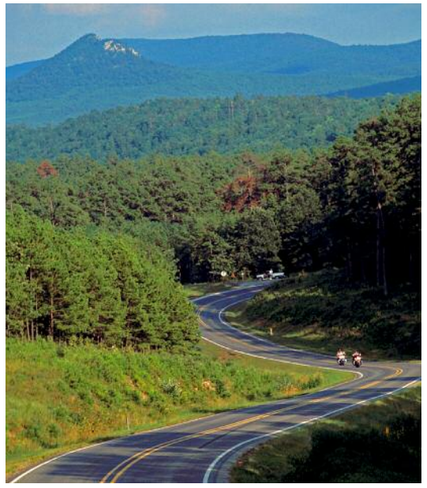
Ozark Fall Color (Photo courtesy of byways.org)

There's something to be said for a hot bath at the end of a long day's journey on a motorcycle. No matter how far you've traveled or how much you ache, relief seems almost instantaneous the moment you immerse yourself. If you're seeking more than the half-size bathtub of a roadside motel, there can be no better destination than Hot Springs National Park in Arkansas. Not only will the steaming, natural spring-fed waters soothe your weary muscles, the renewing waters of this historic spa might just cause you to spend an extra day or two exploring the area's roads and attractions.

Hot Springs National Park is the oldest national park in the U.S., predating Yellowstone by 40 years. Though the park was officially established in March 1921, the area was the destination of the Dunbar-Hunter Expedition sent by President Thomas Jefferson in 1804 shortly after Arkansas became a federal territory following the Louisiana Purchase. By 1807, settlers realized that the natural hot springs in the area held great potential as a health resort, and over the next 20 years, log cabins and a store were built to meet the needs of visitors. In 1832, President Andrew Jackson signed legislation to set aside the land tracts that would later become the park. By 1880, Victorian bathhouses fed by underground pipes soon replaced the wooden troughs carrying the thermal water down the mountainside, and improvements were made to roads, paths and landscaping to attract tourists.

By the turn of the century, a bustling town had grown up around the hot springs to provide services for health seekers drawn by the healing powers touted by the nation's burgeoning bathing industry. In 1921, the townspeople decided to call their city Hot Springs National Park to coincide with the federal designation awarded the same year. Bathhouse Row was completed in 1923 with luxurious spas featuring marble walls, billiard rooms, gymnasiums and stained-glass windows. Despite a decline in the mid-20th century, renewed interest resulted in Bathhouse Row being added to the National Register of Historic Places in 1974. Today much of the old glory has returned following the renovation of the Buckstaff, the only remaining operational bathhouse within the boundaries of the park.

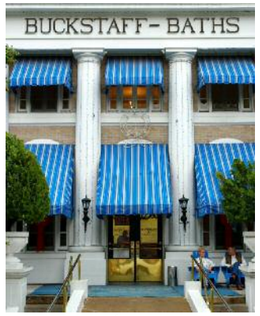
Bathhouse Row, Hot Springs (Photo courtesy of byways.org)



Scenic 7 Byway (Photo courtesy of byways.org)

It's the Water

The main attraction of Hot Springs National Park is, naturally, the water. Water that fell as rain as long ago as 4400 years seeps a mile deep through fractures and fissures in Hot Springs Mountain, North Mountain and Indian Mountain, where it is heated by the Earth's normal subterranean forces of compression. As much as 700,000 gallons a day rise through a fault on the western slope at the base of Hot Springs Mountain, emerging at an average temperature of 143 degrees F. There are open display springs at the Lamar and Noble Springs and the Dripping Spring and Tunnel Springs at the Maurice Historic Spring display area. There are other small springs that do not produce enough water to warrant the cost of collection, and water from these springs drains into Hot Springs Creek, where it flowed originally.



Buckstaff Baths (Photo courtesy of byways.org)

The Buckstaff

Located on historic Bathhouse Row in downtown Hot Springs, the Buckstaff has been in continuous service since 1912. There are private individual tubs, an all-men's department on the first floor and a women-only second floor. Traditional thermal mineral baths and Swedish-style massages are offered. Services include a tub bath at a maximum temperature of 100 degrees, hot packs, a sitz bath, a steam cabinet and a needle shower. Each tub is equipped with its own whirlpool. No reservations or appointments are necessary, and all supplies and linens are provided to cover yourself Roman-style between bathing stations. Bathing suits are optional. Each department has lockable lockers, and small valuables can be left at the front desk in private lock boxes. Allow approximately 1.5 hours for the entire process and longer during peak periods. Some age and health restrictions apply.

Hours of Operation (closed Christmas Day, New Year's Day, Easter Sunday, 4th of July and Thanksgiving Day)
March 1 through November 30: Monday through Saturday, 7–11:45 a.m., 1:30–3:00 p.m.; Sundays 8–11:45 a.m.
December 1 through February 28: Monday through Friday, 7–11:45 a.m., 1:30–3:00 p.m.; Saturday 7–11:45 a.m.; closed Sundays

Getting There: Arkansas Scenic 7 Byway

Few roads in America offer the diversity of riding that can be found along the 290-mile Arkansas Scenic 7 Byway, which passes north/south through Hot Springs. The state's first designated scenic byway travels through four geographical regions, beginning in the south in the West Gulf Coastal Plain near El Dorado where an oil boom began in 1921. The road continues to Camden and on to Arkadelphia through rolling terrain with dense pine forests and stream valleys with bottomland hardwood forests. Near Arkadelphia, the route enters the Ouachita Mountains and passes alongside DeGray Lake, home of DeGray Lake Resort State Park. At Hot Springs, the byway journeys through the historic downtown area and along Bathhouse Row. Continuing north through the forested Ouachitas, Highway 7 passes through the Ouachita National Forest and by Lake Nimrod, then reaches Russellville and crosses the more level terrain of the Arkansas River Valley. Leaving the valley, the road is a treat for riders as it twists and climbs into the Ozark Mountains, famous for fall foliage, and the Ozark National Forest. Between Jasper and Harrison, the road climbs to its highest point, where there is a scenic-view lookout over what is called the "Arkansas Grand Canyon."

Meet Kyle Peters

Motocross is Kyle Peters' life. At just 16 years of age, the amateur Honda racer has shown commitment beyond his years in order to pursue his dream of making it to the top in Motocross.

At seven years old, Peters first discovered his passion for motorcycle racing after attending a local motocross race. Instantly drawn to the roar of engines, Peters knew he was hooked. That year his parents gave him his first motorcycle for Christmas, and it wasn't long before the enthusiastic rev head began competing in local Motocross races. Fast-forward nine years, and though the size and capacity of his motorcycle has changed, Peters' passion for motocross racing is still as strong as ever.

"I spend nearly every weekend racing, and I can't imagine not being a part of this sport," said Peters. "I'm very fortunate to have a family who loves and supports my racing."

> "I spend nearly every weekend racing, and I can't imagine not being a part of this sport."

Peters is now a fulltime member at Millsaps Training Facility in Georgia, where he lives and trains on a permanent basis, and his skills on the racetrack aboard his Honda CRF® racebikes have flourished. Throughout his career, the Honda racer's racked up a solid tally of amateur national title wins and is viewed by his racing peers as a serious contender. In 2009, he was among a small and elite group of athletes chosen to represent the USA at the MX Master Kids competition in Limes, Belgium. The annual event attracts more than 1000 of the best riders from across 30 countries, and Peters' winning achievement played a pivotal part in Team USA clinching the overall team victory. Later that same year, the enthusiastic young gun again trekked halfway around the world, this time to take part in the Australian Junior Championships, where he again claimed victory.

In 2010, Peters kicked off his racing campaign to another stellar start by winning four national titles in Texas alone. Aboard his Honda CRF race machines, Peters wrapped up the Schoolboy 13-16 and 250 B Mod titles at the Lake Whitney Amateur National and also clinched victory in the 250 Intermediate Stock and 450 4-Stroke Mod/Non Pro classes at the Oak Hill National. He also came extremely close to winning four more national titles in Texas but finished just short of the top spot in second place.

"My goal for 2010 is to be the number-one rider in the intermediate classes at all of the nationals and to win as many national titles as possible. I love racing, and I love winning even more."

There's no doubting Kyle Peters' talent and determination. There's a bright future ahead for this young Honda racer.