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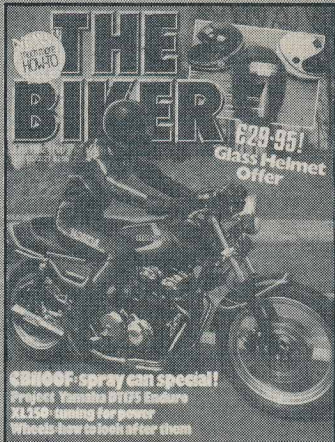
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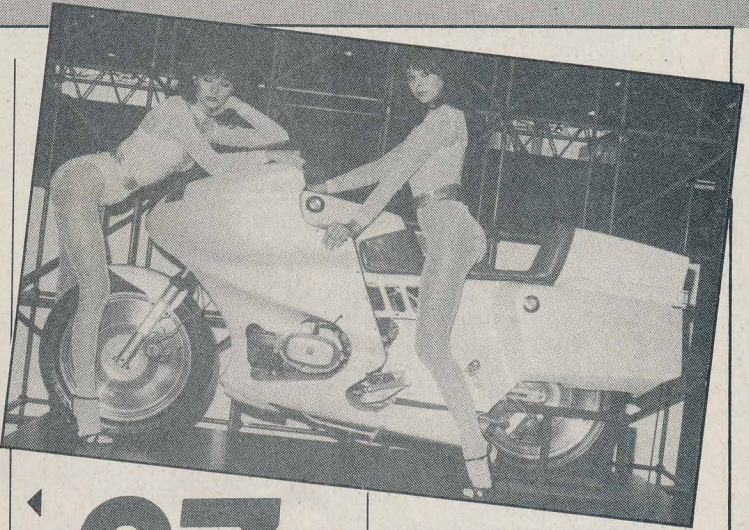
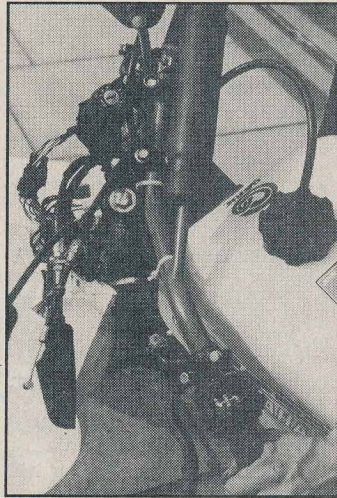


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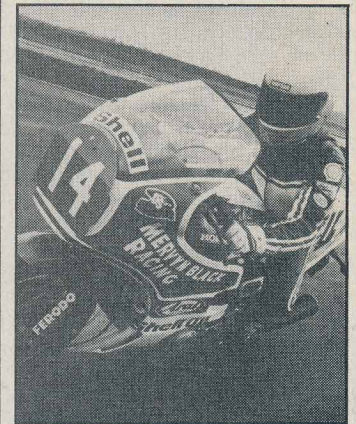
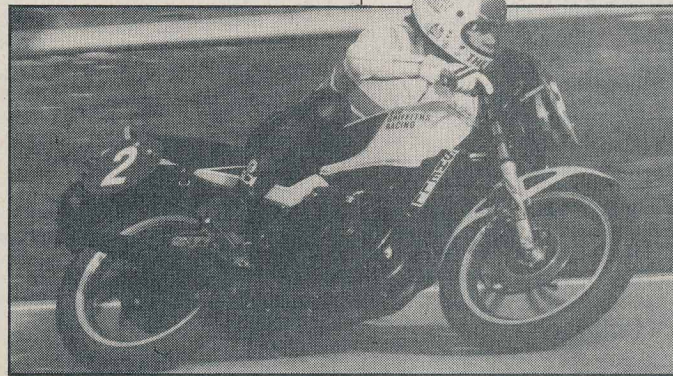
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The Biker,  
109-119 Waterloo Road,  
London SE1 8UL.  
01-928 3386 Telex: 21977

Editor Keith Seume  
Assistant Editor Mike Winfield  
Technical Editor Brian Crichton  
Feature Writer Mat Oxley

American Editor John McDermott  
Art Editor Jon Mee  
Photographer Michael Bailie  
Advertisement Manager Dave Kitchener

Advertisement Director Alan Goodes  
Publishing Director Ian Wearing  
Managing Director Larry O'Leary

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# SPRAY CAN SPECIAL

**Brian Crichton meets Paul Humphreys and his Honda CB110F — a Honda that even Honda have never heard of.**

**B**EING parts manager for Baldet Motorcycles in Northampton gave Paul Humphreys an ace up his sleeve when it came to creating his very special Honda.

By carefully cross-referencing parts he was able to select those from the CB1100R Honda which would fit his CB900FB.

Once his homework was complete he invested £1200 on having the engine revamped inside and out. So far he reckons the total cost of his project bike has passed the £4000 mark.

Paul has christened the bike a 'CB1100F' because it's a 900F upgraded to 1100R size. And as you can see from the pictures the custom package includes Paul's colour matched leathers and helmet.

The excellent owner-designed paint job was executed by fellow 900 Honda owner Robin Harling with £18 worth of Holts aerosols. It just shows what can be done if you put your mind to it. A professional quoted £180!

As you can well imagine Paul is a fanatic about motorcycling. His Northampton neighbours will testify to that. I called into the local shop to ask the proprietor if he knew Paul's house number.

He came out of the shop, pointed down the road and said that if I looked in the front windows halfway down the street I would see some motorcycles through one.

## SHRINE

Sure enough the front room of Paul's house proved to be a

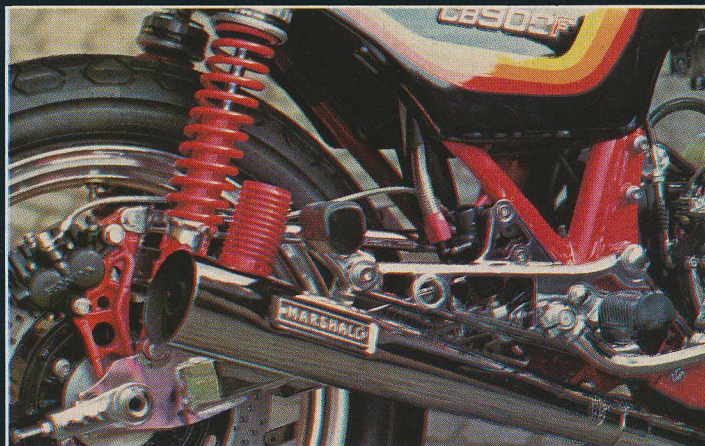
shrine to motorcycling — with parts shelving and a toolboard as part of the decor. Planning permission for a double door to make it easier to get bikes in has been refused!

Further testimony to his dedication is a long list of previous superbike ownership. Those he cared to mention included a GT750 Suzuki, Triumph Trident, Laverda Jota, Harris Kawasaki, Honda CBX, Z900 Kawasaki, GS1000 Suzuki and 650 Yamaha Special.

Quite a list considering Paul is only 24.

His accountant wife Joanne shares his enthusiasm for two wheels. She owns a Yamaha LB80 Chappy and is looking forward to a Z550 Kawasaki LTD when she passes her test.

Apparently Paul's not too impressed with that choice.



Look carefully to see drilled parts. Those you can't see include battery holder. Bar fuse box is upholstered

The CB900 came into their lives last June in time for the TT. Paul built the bike up from the crate. First changes from standard were a Marshall exhaust system, Lintek imported seat, and Aeroquip fluid lines.

During the winter more serious work was tackled. Every nut and bolt as well as numerous engine and cycle parts were chromed.

CMA three-spoke alloy wheels are shod with 130/80V18 ME99 Metzeler rear and 350V19 Phantom front — the same combination Ron Haslam raced his CB1100R on to win the '81 Street-bike series.

## PERFECTIONIST

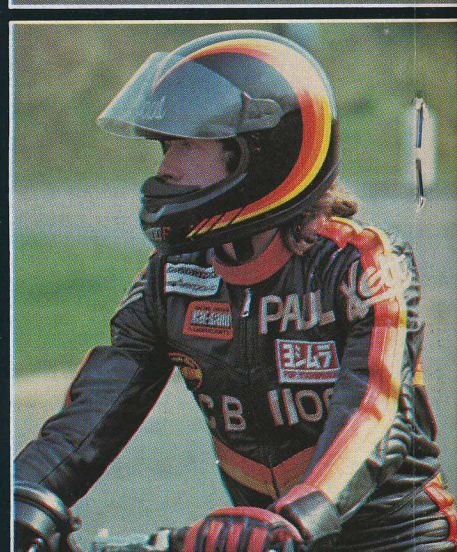
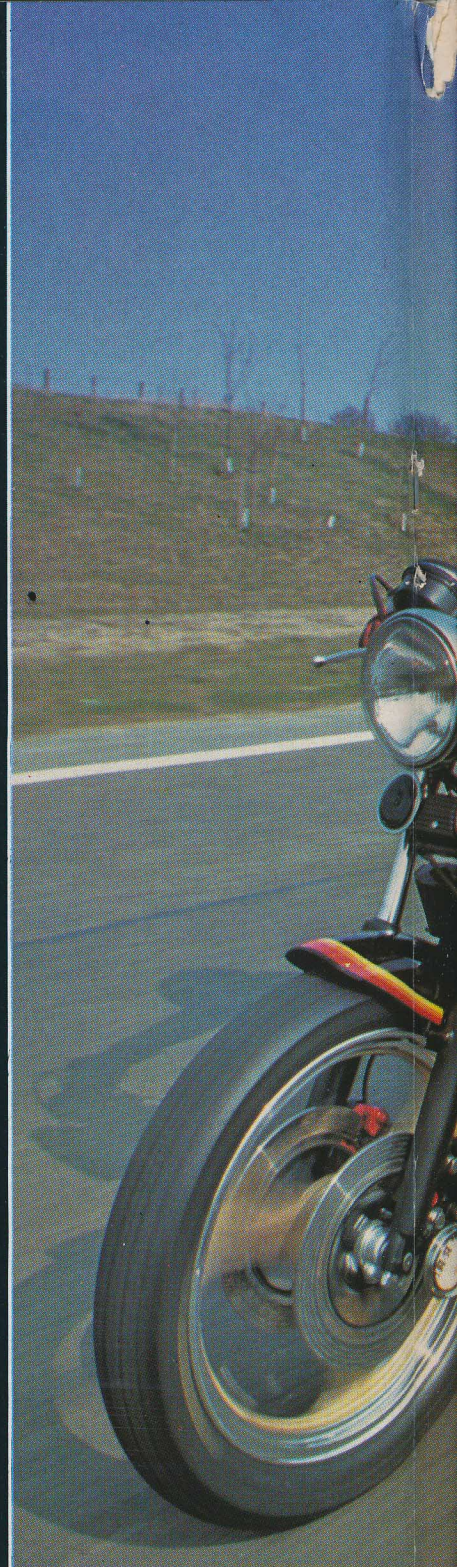
The engine was built by Northamptonshire 'perfectionist' John Hamley using 1100R bearing shells, barrels, pistons, rods, generator, cams, sump and oil cooler.

The 900 head was retained but the combustion chambers were machined to match the new barrels. The head was also skimmed and gas flowed by 'George of Newport Pagnell'.

Carbs are 29mm Mikuni smoothbores. They created a problem because of their height, requiring the fuel tank to be raised at the rear.

Transmission is strengthened by the insertion of an extra cork and steel clutch plate combination, higher rate clutch springs, and Izumi nickel-plated HT drive chain.

Cycle part changes include drilled discs, an Italian square section swinging arm, CB1100 shocks and bars, red stove enamelled frame, all brackets drilled for lightness, welds ground down, modified rear torque arm to accommodate the large tyre, and Drag Specialties chrome oil filter.







*The frame was beadblasted before two coats of primer and two of red were applied. Engine is finished in Sperex gloss black*



*Front and rear guards are cut down. Alloy footrest plates are sculpted out with chromed outside faces*

Planned additions are a fork brace and brass CB1100F sidepanel badges which a jeweller friend is working on.

In standard form last year Paul's bike did a 12.46sec quarter at a Santa Pod 'Run What Yer Brung' in the neighbouring county of Bedfordshire.

Since then he has joined the British Drag Racing Association and hopes to reach the 10-second bracket with his upgraded road taxed 1100 which in theory should be more powerful than a CB1100R.

Though the Street class in

drag racing is a lot more radical than he first imagined he intends to do his best. His race number is BS37.

If you don't get to the Pod you can cast your eye over the bike in Baldet's Campbell Street, Northampton showroom where it's usually kept during the day.

And if you have any parts queries for the makes Baldet handles Paul is your man. He took a two-thirds cut in wages from a previous occupation as a butcher to secure the parts department post against 43 other applicants. That's dedication for you. □