

The CD200, Honda's answer to the Bantam, only better in virtually all respects. Mine was very tatty when I got it but cleaned up surprisingly well and always looked smart. Swapped it for the DR125 Suzuki, not one of my better decisions



A rare beast the CB400A. I Always liked the idea of the automatic gearbox and it worked well, especially in town. Did take a bit of getting used to and the performance was only on a par with the 250 Dream. It is very smooth though thanks to the balance shafts. This is the 1978 US version called the Hawk and was imported in 1997 with zero rust and only 10k on the clock. Sold it to a guy in Holland but now wish I had kept it .



My favourite Honda to date, the XBR500 single. Handling is light and quick and it has boy racer clip-on style handlebars. Great fun for short runs, bit hard on the old wrist for longer runs. Nothing quite like the sound and feel of a big single, even a Japanese model.



The humble C50, this was my fathers bike and was restored by me from the wreck it had become after the kids used it as a field bike. Must be one of the very first C50's imported to UK as it was registered in Apr 67. Now has a C70 barrel/head to give it a bit more go.



1989 Honda Revere. A 600cc V-twin with shaft drive. Have now fitted the fairing which came with it and its my current daily transport. Like the gruffness of a V-twin and its pretty quick (by my geriatric standards). I kept the bike for 3 months during the summer and it was totally reliable, fast and economical. The gruffness turned out to be caused mainly by a perforated silencer but it was

a super noise. Sold it to buy the BMW R75/6 largely because the handlebars were not adjustable and the riding position put too much strain on my dodgy right wrist. Now I have to find another V-twin to add to the stable.



1979 Honda XL185S bought when I had a hankering to do some green lane riding. It was very pretty to look at but somehow it did not feel right and I sold it within a couple of weeks. Managed to get my money back so it was not too expensive a diversion.



This is my 1964 C92 after a winters work during 2000/1. Looks pretty, but unfortunately it is largely illusion as the engine is not fully assembled internally. However, I wanted to see if I really did have all the major components to complete the rebuild before spending serious money on chroming and wheels etc. At least the electric starter turns the motor over. As always, I had to buy another bike to get the bits I needed so now I have 2 of the things hogging garage space. In the end I decided that I was never going to finish this project so it was sold to our Postman!



1980 Honda CX500 after a weeks solid cleaning & tidying during which it gained an MoT. Another bike which I had always hankered after. The BMW has given me a taste for shaft drive. Picture tends to flatter as it had been standing in the open for at least 12 months and was minus lights, indicators etc as it had been fitted with a fairing. Much to my surprise the pile of spares (I got virtually a second bike thrown in), yielded virtually everything needed to put it back together and it started easily once the seized choke cable was sorted. Still needs more work to make it fully presentable. Initial impressions are favorable and its a lot easier to ride around town than the R75. So impressed in fact that I am trying to find a better low mileage example to add to the permanent collection. This one got sold in the spring of 2002.



In summer 2002 I saw an ad for a very early (1978) CX500 and went all the way to Peterborough to get it. The photo flatters the bike but it is very original and has done only 49000 kms. Still trying to work out where it was imported from but it seems reasonably free from salt corrosion and rust. I have been running it as my commuter bike since Sept 2002 and carrying out a rolling restoration so far as possible. Eventually it was sold locally.



I saw this 1991 600k Revere on Ebay and could not resist putting in a bid and to my surprise it won. Though it looks quite tidy in the picture, this was taken after some extensive tlc and it is still cosmetically challenged. However, it ran ok and was intended to be a winter hack for my son as its major appeal was the 9 months t&t it came with. Then I had a major change of heart and sold it within 10 days to a young lad down the road. Now I wish I had kept it as the deal I sold it to finance fell through. I may well keep an eye out for another but perhaps in better condition.



Sure enough I eventually found another 1989 Revere in really nice condition and only 26k on the clock. I saw this Revere on Ebay got it a a very good price. Had it for two weeks now but not able to ride it yet due to a knee operation. came with a fairing which I will try out eventually.

