



allenge, Charlie told the customer that he had no problem building a beautiful little cafe racer-style bike from what most people would consider to essentially be a boat anchor. "I told him that although the bike in the picture looked nice, it surely didn't run or perform nearly as nicely at it looked, and that I did not copy other people's work. He gave me free reign on the design with most aspects, and being the person that I am, decided to give it my all. I take what I do really seriously, and take a lot of pride in my inventions and products," said Charlie.

Every last piece of the bike was stripped completely. All parts that could be reused were then separated and either re-plated or re-chromed, painted or polished, cleaned or blasted, as was the case with parts that were originally a plain metal finish, such as engine cases and carburetors. The carbs remain original with only rebuild kits and new jets and floats. The engine was bored out to 1mm over stock with NOS Honda pistons, rings, wristpins and clips. "We discussed doing a 3mm high compression over-bore with hot cam etc., and then for longevity's sake decided to go easy on it," Charlie recalled.

The entire bike was rewired using brand new wire and OEM style couplers, colour coded to match the original era Honda wiring, whilst the harness itself is a simplified version of the original. Points were updated by installing Charlie's own electronic



ignition, and the charging was improved with his single unit regulator/rectifier. He also upgraded the coil to a 30,000 volt 3 ohm Dynatek mini coil, which he uses exclusively. All controls are original, as in his opinion they are beautifully designed and can always be repaired and cleaned up. The rear-sets were fabricated from old parts from his stash. "I think that the fit and function are very nice, if I do say so myself. The

seat was a bit of metal sculpture, and a look that I like to incorporate into these types of builds which mimics the tank and keeps a low sleek look," said Charlie.

Tires were a recommendation from a friend, Jerome Brown, a master woodworker who spends weekends on the race track and whose mostly home-built CB160 race bike helped with some of the inspiration in de-