



▲ This pair of 1972 SL Motosports—an SL125 (left) and SL175 (right)—foreshadowed Honda’s nearly indestructible four-stroke dual-sport and off-road bikes. In the background is a 1973 SL350 with its 21-inch front wheel and polished aluminum fenders. “It’s hard to find original SL Motosports because they were trashed,” Maloney said. “They were dirt bikes and few survived intact.”

Daniel Pilker

HONDA HEAVEN IN TACOMA

Brown Maloney Has Been Collecting Since The '80s

By Peter terHorst

There is a remarkable motorcycle collection on display at America’s Car Museum in Tacoma, Wash.

The stunning, 165,000-square-foot museum opened its doors in 2012 to showcase the privately

owned automobile collection of Harold and Nancy LeMay. The assemblage of Honda motorcycles owned by AMA member Brown M. Maloney is the museum’s first motorcycle exhibit.

Designated an ACM Master Collector, Maloney, 62, is a lifelong enthusiast who

lives in Sequim, Wash., on the Olympic Peninsula, where he owns and operates three radio stations. He has been collecting Hondas since his late 30s and the quality of his machines is impeccable.

American Motorcyclist interviewed

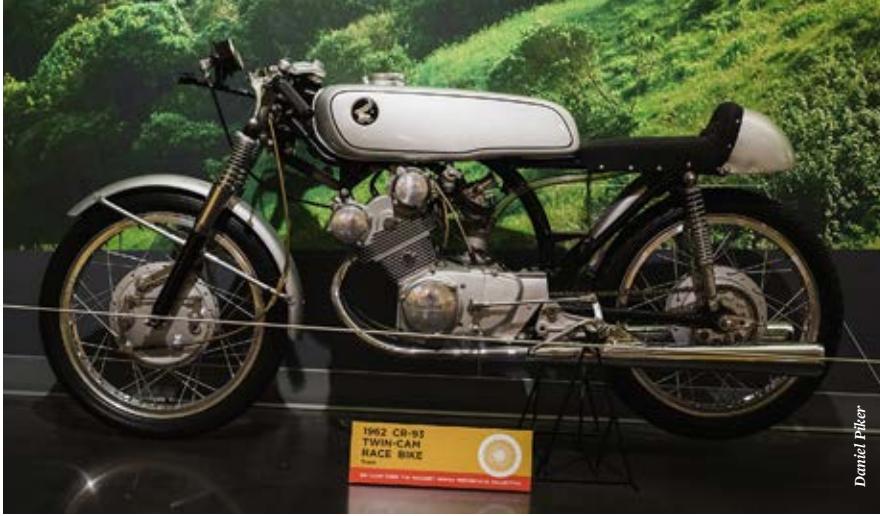
**WITHOUT EXCEPTION,
YOU JUST GET THEM
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IN THE CYLINDERS,
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CRANK THEM BY HAND
A FEW TIMES AND THEY
JUST START RIGHT UP.**

Maloney at the ACM exhibit to learn more about the man (see sidebar) and the incredible Hondas that are on public

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▲ **TOP:** The 1962 CR93 was a limited-production racer that produced nearly 20 horsepower and redlined over 13,000 rpm with a top speed of 100 mph. The 125cc DOHC air-cooled two-cylinder is a work of art and featured a 360-degree crankshaft and a five-speed gearbox. A double leading shoe front drum brake provided stopping power. A very rare roadgoing version of the CR93 is also in display. “By any measure, these are the rarest bikes here,” Maloney said. “The CR93 race bike with its open pipes is the loudest bike I’ve ever heard.”

▲ **BOTTOM:** The Elsinores—the 1973 CR250 (left) and the 1974 CR125M (right)—were completely new motocross designs featuring Honda’s first purpose-built two-stroke motocross engines. Each bike featured an aluminum fuel tank and magnesium side cases. The popularity of the Elsinore series was boosted when Hall of Famer Gary Jones won the AMA 250 National Motocross Championship in 1973.

display for the first time.

Sit back and soak in the gorgeous details of these machines in the following photographs. Better yet, ride (or fly) to Tacoma to see them for yourself. The exhibit closes after Labor Day Weekend.

AM: Why is the collection a single marque?

BMM: I think it was my sense of understanding the history [of Honda] and my comfort level was really high. Without exception, you just get them out, put a little oil in the cylinders, a

battery in them, crank them by hand a few times and they just start right up.

AM: With literally millions of used Hondas in the marketplace, how did you select bikes for purchase?

BMM: It was the consistency I wanted, I wanted them to be just the top 1 and 2 percenters. And just about every bike here was bought before the internet, when you called people up and talked to them. You’d have a conversation, and you were buying the story and the person, as well.

One of the things that was also very

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