



▲ When it was introduced, the 1969 CB750 Four rocked the motorcycling world. Its SOHC inline, four-cylinder engine produced 67 horsepower at 8,000 rpm, driving a five-speed transmission. And that front disc brake—all for an MSRP of \$1,395. The early production red '69 Ko has “sandcast” (gravity casting) engine cases, while the blue ('70 Ko) bike—one of the few on display without original tires—lets enthusiasts scrutinize the differences between them.

Daniel Pflker

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

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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:** Honda's popular CL Scramblers, with their upswept exhausts, were trend-setters in the evolution of dual-sport and adventure sport machines. These CL77 305s—a 1966 model (front) and a 1968 with candy colored blue tank (rear)—were evolutions of the original 250cc CL72. In 1962, AMA Motorcycle Hall of Famer Dave Ekins and Honda dealer Bill Robertson Jr. rode two modified CL72s a total of 950 miles in 40 hours on the Baja Peninsula, starting what would eventually become the Baja 1000. "I love the Scramblers," Maloney said, "They have a kind of James Dean look about them."

▲ **BOTTOM:** These three machines (front to back) are a 1965 CB77 305 Super Hawk, 1967 CA77 Dream and 1963 CSA77 Dream Sport. They illustrate the many ways Honda's ubiquitous 305cc (upped from 250cc) air-cooled twin powered the company's 1960s street lineup. The Super Hawk featured double leading shoe brakes, front and rear.

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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MOTOR COLLECTORS

PROTECTING AND ENJOYING OUR AUTOMOTIVE HERITAGE

FEATURING THE HONDA MOTORCYCLE COLLECTION OF BROWN MALONEY



▲ LEFT: This 1958 JC-58 125 Benly touring bike produced 9.5 horsepower at 7,500 rpm from its 125cc, OHV air-cooled single.

▲ CENTER: Before building motorcycles, Soichiro Honda strapped engines to bicycles to meet the growing demand for transportation in the post-war years. This 1952 Cub Type F "Cubby" used a 50cc air-cooled, two-stroke single-cylinder engine. This very early example of Honda history is almost never seen in the U.S.

▲ RIGHT: The graceful 1957 ME250 Dream was a classy touring machine built around a 246cc single overhead cam, air-cooled single producing 13 horsepower. The leading link front suspension was similar to European designs at the time.

THE ORIGINAL COLLECTOR OF THE Original Type F of the original and later of the Honda Benly 125cc, the original being Type of the Honda 125 CC or the Honda 125 CC. These are the original very early models. The original was heavily used in Japan and was a single stroke. They were used as a means of transport. The original was heavily used in Japan and was a single stroke. They were used as a means of transport. The original was heavily used in Japan and was a single stroke. They were used as a means of transport.

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▲ Having the original tires was an important clue for Maloney when assembling his collection over the years. It was essential that a motorcycle was stock, had light-to-no-use and very low miles. This theme is visible throughout the collection. "Almost everything here that's original has the original tires," he said.



▲ This 1967 CM91, known as the Honda Step-Thru 90, sits atop two unassembled models in their original crate. It traces its lineage to the Super Cub family and the 50cc machines touted in the 1963 advertising campaign, "You meet the nicest people on a Honda."

Daniel Piker

important, I would ask them if the bike had the original tires.

That gave credibility that it was a 500- or 1,000-mile original bike, and also quite likely, it just hadn't been fitted with anything afterward.

AM: Honda made so many models over the years. What bikes did you look for?

BMM: I have a high watermark with what I collected. I just didn't want to collect anything, just to say "OK, I filled that slot." This is what makes all these bikes reasonably scarce, because everything in here is the top, the best of the best, or as near as. If it was restored, it had to be spot on.

AM: Who has been visiting the exhibit?

BMM: A lot of people are riding Harleys now, but so many people started on small bikes, because that's where they

