

One slight technical issue was detected with the 1982 CB1100RC, the fairing protruded slightly in front of a line drawn vertically through the front axle. Strictly speaking that was not allowed for racing, although as the bike was in standard form, the RC was allowed to race in production racing mainly in Australia and Britain throughout 1982. In the case of the Castrol 6 Hour, rather grudgingly! Nonetheless Honda decided to fix that minor issue, and at the same time perform a number of other updates. So came for 1983 the final CB1100R, the RD.

The fairing was shortened but retained the same appearance as the RC, except for one notable change. For some reason, Honda decided to drop the original plain red white and blue paint and substituted it with metallic red and blue, except for the fork legs and chassis, so ended up with a slightly clashing colour scheme. Gloss black chrome exhausts also arrived replaced the previous matt black ones. Importantly a rectangular aluminium swing arm was employed for the first time to improve already well-mannered track handling. The RC wheels were retained as had proven excellent, so no change needed.



Still miffed, the Castrol 6 hour organisers had one remaining trump card to play. But

conscious of the image they were creating of being anti the Honda, they enlisted help from other quarters. Somehow officials governing the sport not only in Australia but the UK and elsewhere were persuaded that bikes over 1000cc were far too fast for safe racing. I kid you not. So a new rule restricting production races to 1000cc was introduced. To see the silliness of this, the 1000cc limit is still used but modern superbikes like the Honda Fireblade now produce roughly twice the power a CB1100R did, and achieve vastly higher speeds, apparently safely!

So the final CB1100R was introduced in 1983, but was never able to race. Again 1500 units of this final and still gorgeous special were produced, and thus closed an incredible chapter in the history of Honda, and motorcycling generally. But not for long! In 1987, Honda returned to homologation specials with the magnificent RC30 special for world superbikes. So now do all the major makers, with special limited edition race bikes with lights fitted. But that is another story, for quite another day.....



Left to right, RB, RC and RD