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Honda is one of those companies in the history of which there have been no grandiose scandals, shame and defeats. Even in the most difficult times, these courageous people found the strength to move on. At this time, the founder of Soichiro Honda (Soichiro Honda) founded a small business for the production of piston rings, but a year later began to collect the first cheap mopeds. Since childhood, Soichiro Honda was overcome by the desire to do the design of cars and motorcycles, and his genius was revealed in all its glory in the 1960s - in the heyday of the company, when Honda motorcycles began to win the first awards on the racetrack. If in the fifties the Japanese could only imitate BMW models and some American models, after a while they managed to find their own style. Now other companies began to take their example and even engage in outright plagiarism. Today Honda is a recognized leader in the world of motorcycles, which produces the most advanced models of two-wheeled cars. Prices for these Honda bikes have never been low, but that hasn't stopped sales of a huge number of popular models around the world. Honda motorcycles are never a classic of aging. And we all love her and appreciate it very much. The company produces all classes of modern motorcycles. From Harley Davidson-style bikes to huge travel models, you can only dream of them. Choppers Honda is just the embodiment of the sweet dreams of any motorcycle lover. Chrome details, excellent design, perfect build. A fairy tale, not a machine. Millions of pieces of equipment are sold annually worldwide. For a motorist, buying a Honda motorcycle is not just a dream. People have been raising money for years, looking at new models, waiting for news. The world follows every release, rejoices in success and sincerely empathizes when the company fails. However, failure for Honda is a rarity. At least when comes to motorcycles. Today we bring you a brief chronology of the development of this 1906 - Soichiro Honda was born into a poor blacksmith's family in Hamamatsu Province, Japan. His father gradually masters the craft of bike repairman, making Soichiro first familiarized with the technique. 1922 - At the age of 16, Soichiro Honda left school and became a student of auto mechanics and got a job in a Tokyo auto repair shop. 1928 - Sneiro Honda returns to Hamamatsu and opens his car repair shop. A fanatical racing fan, he builds his own racing car. 1936 - During the next sports racing competition, The Soichiro Honda has an accident and is seriously injured. 1937 - Soichiro Honda opens the company's piston rings. At first, his company was struggling, as Soichiro simply had no experience in this area. However, over time, the company became the main supplier of piston rings for Toyota, which in those years appointed the production of the first cars. 1946 - While few companies prospered in War II-ravaged Germany, the Japanese motorcycle industry, after 1945, was sated by more than 100 manufacturers who took the opportunity to provide the country with a shattered economy with much-needed cheap personal transportation. This has been facilitated by protectionist policies on basic duties on imported goods. Soichiro Honda sells its piston ring business. The country is in a deep post-war crisis. Soichiro understands that as industry, economy and normal peaceful living recover, affordable transport will become very popular and start a new business - it installs small and inexpensive two-stroke engines on bicycles, which during the war were used as generators for military radio stations. Today, many call them Honda Model A. 1948 - Honda Motor Co. founded Soichiro Honda Ltd. focuses on technological processes, transferring control over all financial issues to its partner Takeo Fujisawa 1953 - Honda Benly J motorcycle model appears with 4-foot engine 90 cm3. It quickly gained popularity among amateur motorcycle racers and lasted two decades, leaving the memory of itself as one of the most reliable Japanese motorcycles of the 50s. 1954 - This year, Soichiro Honda shared with his teammates and descendants his dream of succeeding in the Motorcycle Grand Prix. He wrote: The dream of my childhood is to become a champion in motorcycle racing. I had to take first place on a Honda motorcycle of my own design. However, after getting a little older, I realized that before winning the championship you need to build a reliable corporate structure, establish production and create a great design. In recent years, we have been offering very high quality Japanese products to this and today, but we have not even started to make an effort to participate in motorcycle racing. I promise to take part in the TT race on the Isle of Man, and I will all his energy to win it. A little bit Later, Soichiro Honda goes to the TT motorcycle race and visits it as a spectator. There he pays close attention to the German motorcycles of the NSU, which were considered favorites in 125 and 200 classes of bones. Perhaps this fact has sparked subsequent rumors that Honda has copied these motorcycles, although there are a number of significant structural differences between the NSU and Honda models. 1957 - A number of leading Italian motorcycle manufacturers, including MV Augusta, Gilera and Mondial, announce the withdrawal of their teams from the World Motorcycle Championships on the pretext of high costs. Subsequently, MV Augusta abandons this decision and returns to the race, while racing motorcycles from other manufacturers are sold. One of them (the Mondial racing model) was purchased by Honda representatives. Japanese motorcycle designers do not copy this Italian motorcycle. He served as their inspiration and the standard to which they sought. 1958 - The market is shocked by the appearance of the Honda Super Cub model (it also has such designations as C100, CA100, Honda 50). The distinctive features are a stamped steel frame, a lever fork and a four-stroke engine with a volume of 50 cubes. Subsequently, there were models with engines 70 and 90 cm. This motorcycle became the most popular in the world two-wheeled car with a motor. 1959 - Honda takes part in the famous Isle of Man TT for the first time. At the start there are 5 Honda-class Ultralight motorcycles with a two-cylinder engine. Racer Naomi Tanaguchi showed the best result for the team, finishing sixth in the overall standings. Honda wins the manufacturer's cup. 1961 - Honda Motorcycles gain full supremacy in the 125 and 250 bones of the Isle of Man TT Championship. In races in both classes, Honda rider Mike Halewood took first place. The newspaper Isle of Man Examiner on this day comes out with the headline East won an unconditional victory on the front page. 1963 - Honda focuses on Formula 1 racing. For this reason, the direction of motorsport is experiencing some difficulties. However, Honda motorcycle sales remain impressive. The Honda Super Cub motorcycle wins prizes due to its popularity. This year Honda opens its first foreign assembly plant - it became a factory in Belgium. 1964 - two-stroke models dominate the world class of small sports motorcycles. In order to successfully perform in the class of 250 dice, continuing to bet on 4-tactical powertrains, Honda launches the model 3RC164 with a six-cylinder engine 250 cm3. This technical work of art makes a huge impression on the world of motorsport, but nevertheless, Phil Reed won the Yamaha Motorcycle Championship this year. However, at 66 and 67, Mike Halewood's World Championship in the class of 250 cubes comes to the finish line first on the Honda 3RC164 model motorcycle. 1968 - 19 years later. The first two-wheeled car with a motor left the honda workshop, the company launches its 10-million-dollar motorcycle. 1969 - At the Tokyo Motor Show, Honda presents the CB750 - the motorcycle that forever changed the mind of 1970 - Honda puts four riders in the Daytona 200 races. Of these, only one came to the finish line - Dick Mann (Dick Mann), but finished first, which overshadowed the failure of other members of the team. Speaking at the Honda CB750 Racing Type, a specially prepared racing division of the company, Dick Man left behind triumph and Harley-Davidson XR750 motorcycles. 1972 - Honda designers recognize that in order to build a cross-country motorcycle that can compete on an equal footing, a new two-stroke engine must be developed. The new engine was installed on the MODEL CR250 Elsinore, which immediately received recognition of athletes as one of the best motorcycles for motocross. 1973 - Soichiro Honda resigns as president of the company, but remains a member of the board of directors, employees call him the chief advisor 1974 - the launch of the legendary Honda Gold Wing - GL1000 was launched. It was first presented to the public at the motorcycle exhibition in Cologne, and a year later began to be actively sold in the U.S. market. The motorcycle is equipped with the first four-stroke liquid engine. In addition, the carded mine is used as the main equipment. Another innovation was the fuel pump - it had to be installed because the Gold Wing had two fuel tanks - one between the steering wheel and the seat, and the second hidden under the seat for optimal centering of the motorcycle mass. 1978 - Honda tries to create a powerful sports bike specifically for the 500GP Series World Motorsport Championship. It became the NR500, a V-shaped four-cylinder engine that used an oval-shaped piston. It was a real breakthrough for engine designers. However, during the testing of the motorcycle, many problems were identified, which were eliminated only a year later. However, in the races Honda NR500 suffered one failure after another and as a result did not bring the motorcycle team of the company any victory. 1981 - Honda Gold Wing motorcycle model production moves from Japan to a new assembly plant in Ohio, USA. 1983 - Honda racer Freddie Spencer becomes the first winner of the 500-bone World Championship. Before that, in this class, the company managed to win only in the Manufacturers Cup in 1966. 1986 - After poor experience with V-shaped four-cylinder engines in the late 70's, Honda nevertheless returned to this engine layout and released the VFR750F Interceptor. In the next ten years this motorcycle is considered the best road bike. 1987 - Company launches Honda CBR600F motorcycle model - first street fighter in full plastic. 1990 - Four years after the start of production of the Honda VFR750R (special sports version) was first sold in the United States. Its price is twice the usual model of a stock interceptor. 1991 - The company mourns the death of its founder, Soichiro Honda, who died of kidney disease. 1992 - A limited edition of the legendary Honda NR motorcycle, which without much success participated in MotoGP races, is released. Its civilian version is equipped with a 750 cm engine and unique for its time carbon fiber case, digital dashboard, cantilever arm swing and electronic fuel injection. Despite the widespread use of ultralight materials, the weight of the model exceeds 200 kilograms, and the price is breathtaking - 60,000 dollars! 1993 - The sports world is turned upside down after the presentation of the first Honda CBR900RR sports bike. The creation of designer Tadao Baba (Tadao Baba) combines the power of an open-ended motorcycle with the mass and controllability of the six hundred. 1995 - Honda EX-2 new specially prepared motorcycle with 400-cc two-stroke engine takes first place in its class at the Grenada-Dakar Rally. Thanks to the use of a floating exhaust valve, its engine uses the technology of full combustion of fuel. 2001 - Valentino Rossi wins the 500 world championship on a honda NSR500 two-stroke motorcycle. The following year, the organizers of the championship refused to participate in races of this class. 2002 - Valentino Rossi wins the MotoGP championship on a Honda motorcycle in the class of 990 cm model RC211V equipped with a five-cylinder four-stroke engine. 2004 - Honda launches a prototype motorcycle whose engine receives energy from fuel cells. 2006 - The 50-million-dollar Honda Super Cub motorcycle is sold. In total, more than two hundred million motorcycles were produced based on the Honda Cub engine in the world. 2007 - Honda becomes the first motorcycle manufacturer to equip one of its models (Honda Gold Wing) with an airbag. 2010 - introduced model Honda VFR 1200F. Although it is not a sports bike, as fans expected the brand, no one was disappointed in the motorcycle. Its main advantage was the optional automatic transmission with two clutches, which can be switched at speed with the buttons. Another bright premiere of this year was Honda Fury - a classic road bike in the style of a helicopter. The novelty gave experts reason to say that Honda again wants to enter into tough competition with Harley-Davidson, as it was in the 60-70s of the last century. 2011 - Honda makes an attempt to return to the segment of low-capacity sportbikes and it succeeds with the release of the Honda CBR 250R model, equipped with a 249 cm3 engine. The motorcycle is manufactured at the company's assembly plant in Thailand and is sold all over the world. 2013 - Honda expand the range of motorcycle models through the development of intermediate classes. Thus begins the sale of three models equipped with a 500 cm engine - CBR500R, CB500F and CB500X. In early 2014, the company's representatives promise to start selling CBR300R. CBR300R.

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