

# the mythology of school bike registration

Re-Dedicated to the Preservation Of The CBX Motorcycle

The term of "school bike" usually refers to motorcycles donated to Community Colleges, High Schools, and other educational institutions for students training in motorcycle repair. Here we are talking about Honda's donation of many CBX motorcycles to schools. One condition was that these donated motorcycles cannot be re-sold or registered for highway use. What was supposed to happen to them after their usefulness is over I don't really know. What I do know is that we ICOA Members need to intercept as many as possible from being melted down as scrap or even given back to Honda. As time goes by it is harder and harder to find OEM parts and accessories for our scooters. This is why it is so important to acquire all of the school bikes that we can.

The original CBX ('79 USA model) is now officially twenty years old. While I don't know if any early models went to schools for dissecting, there have been hundreds of the late ('81-'82) models donated. It seems that now the CBX school bikes are at the end of their usefulness for mechanical training. The availability of these bikes appears to have increased over the last year or so. What we have ended up with are these donated CBXs sitting in some dark storage room at a school collecting dents and dust (Or getting unscrupulously repackaged - Publisher).

There has been quite a discussion on the CBX E-mail list of the pros and cons of trying to get legal papers so we can buy and ride these school bikes. The opinions on the E-mail list vary from one extreme to the other as far as legality goes. While some would not touch a school bike with a ten-foot pole the others would throw all caution to the wind to acquire one. The only thing that is consistent is the inconsistency of the procedures required to license and title a school bike. States differ widely on rules, regulations, and laws concerning registration of motor vehicles.

Check with your local DMV first to see if there is a straightforward way to get title to your school bike. If the DMV cannot satisfy you

in this way there are other ways to get a title of ownership. There are title search companies listed in the advertising section of the automotive magazines that can do the research and get you a legal title or buy another frame with a clear title. An automobile title goes for around two hundred dollars, one writer claims, but motorcycle titles go for seventy-five dollars. While some techniques may be in a legal gray area, you are not stealing the bike, assuming that you buy it and have a bill of sale. If all else fails, these bikes can be dismantled and sold for parts excluding the frames of course. Remember--our club's motto is "Dedicated to the Preservation of the CBX Motorcycle" and what better way of preserving a school CBX than saving it from going to the smelting pot?

It looks like the hardest part of the process is (1) finding a school that still has an old scooter lying around, and (2) convincing the school authorities to sell it to you!

On a personal note, I have no qualms at all about buying a school bike or parts from a school bike. As a matter of fact I have a "81" school bike front end on one of my "79's". Another thing to keep in mind is that these CBX motorcycles were donated to the schools for training purposes and (my opinion) at this late date Honda could not care less about them. While I hate to see a perfectly good CBX dismantled for parts, it is still better than destroying the whole bike and getting nothing at all out of it.

What it all boils down to is one's own desire to save our beloved CBX's and one's feelings toward some gray areas in state law. These views are all my own and should not be connected to the ICOA in any way.

Should any ICOA member be interested, send me a self addressed stamped envelope to the address below and I'll send you copy of the whole debate.

Tom Whaley ICOA #1841  
6639 B. St.  
Springfield, OR  
97478-7090

## technical box

Prototype Replacement Kit for CBX Alternator

Our correspondent from Australia, Phil Mumenthaler, ICOA #3502, has decided to address the problems inherent in the stock CBX alternator once and for all. His replacement prototype produces 45 amps at 12 volts and is about a third smaller than stock. The sliprings are very small so brushwear is minimal. The alternator is internally regulated, eliminating the need for the stock regulator. Since inertial forces are less, the unit is directly coupled to the engine output shaft by means of a splined coupling. This prototype has covered 10,000 km in all weather and load



conditions with no oil leaks or funny noises. The engine was occasionally test over-revved with no ill effects. The voltmeter stayed on charge from 1500 rpm and up.

Phil says the main idea is that this unit will help CBX owners to continue to use their bikes regularly while preserving their precious original alternators and regulators. Reception of the prototype's aesthetics at the Australian National CBX Rally was very positive. Phil promises to keep us up to date on his projects development.



# 1999 ICOA EAST COAST NATIONAL

May 20 - 23 Marlinton, West Virginia

May 16 - 19 informal pre-rally gathering of those wanting to make the rally a full week of vacation and fun

Every once in awhile a great event takes place...An event you are truly interested in ...An event if you don't attend, you won't remember the reason why in years to come... An event if you do attend, you will never forget...that May of 1999...in West Virginia

WHERE

**Rally Headquarters** are located in the Allegheny Mountains of eastern central part of West Virginia about 45 minutes for the Virginia State Line. This Rally site and area are truly "motorbiking heaven"

**Some of the best roads in the country begin in front of the rally site.** Nearby places of interest include the Homestead, VMI, Cranberry Bogs, Civil War sites, the Blue Ridge Parkway plus beautiful mountain overlooks, streams, waterfalls...and much, much more

HOTEL

**Marlinton Motor Inn 304-799-4711**  
Our Block of Rooms and \$50 group rate EXPIRES Sunday, May 2. Reserve Early!!!

Problems, ask for Teresa, the Manager

**The Marlinton Motor Inn Restaurant will cater hearty buffet breakfasts and suppers,** plus maintain our courtesy room beverages and treats. Expect complete supper buffets including all beverages (except mixed drinks) to cost around \$15.00!! Children under 10 eat free!!

RIDE

**Every day between noon and 12:30 pm six or more rides will depart.** Take your pick...rides to specific scenic

spots, tour rides or sport tour rides. Rides are led by those that know every great road and site to see in the area...

SHOW & AWARDS

### BIKE SHOW

#### VOTED CLASSES

Super X and Show Bikes: (heavy modifications)  
Modified: (Moderate modifications.)  
Competition: Dragsters, Road Racers, CBX Lawn Mowers  
Non CBXs: Owned by members/guests

#### JUDGED CLASSES

Early Model Stock/Near Stock  
Late Model Stock/Near Stock  
Veterans: CBXs with 60,000 plus miles

### RIDER AWARDS

Solo - longest ride to get to the rally  
Two Up - longest ride to get to the rally  
Longest Ride by Region - to get to the rally (solo or two up)  
Oldest and Youngest Attendee...and other very creative awards  
Overlooked Past Rally Happening Awards...and many more

### SPECIAL AWARDS

Rally Helper Awards  
State, Regional and National Office Attendee Awards  
Mid Atlantic Region Directors Recognition Awards

TECH

Mid Atlantic CBX expert Dave McMunn tears down a motor to the crank. Hummm...you read it right...

yepper...clear down...and all in 45 minutes or less. Second Tech Session subject TBA

SPONSORS

#### Vanson Leathers

Freddie: 781-344-5444  
www.vansonleathers.com/index.html

#### CBX Performance Parts/Supplies

Bob Franzke: 800-522-1672  
www.cbx.performanceintl.com

#### James Elliott Chroming

James Elliott: 519-472-7010  
elliott@skynet.ca

#### Yuasa Battery

KOHLERA@Yuasainc.com  
Rick Pope Stainless

#### Fasteners & Handlebar Conversion Kits

818-637-1365 -or-  
RickEIEIO@aol.com

#### Avon Tires

1-800-627-7470

#### Rod Libby: ICOA Director

408-251-8212 -or-  
r\_libby@ix.netcom.com

**Rally Fee:** \$15 Riders, \$10 Passenger or Guest, Children Free. **Registration:** at the rally only

**Detail Agenda:** available on the ICOA web site: <http://www.cbxclub.com/>

**Splitting Rooms:** We will help you arrange a room to split or assist you in flying, riding or trailering to the rally (see name below) Please...don't stay home May 20-23.

**Questions/Issues:** Call Mike Brown during the day 717-790-0400 x4331 or email: [mbrown@knowledgesoft.com](mailto:mbrown@knowledgesoft.com).

Meet...CBX buds form all over at what could be the largest CBX gathering of the century...largest group photo ever...and most fun ever.

## school bike follow up

In the last CBXpress I thought that I pretty much covered what needed to be said about school bikes. As usual: "wrong"! I received an E-mail letter from Bob Evans about his experiences with Honda and these fabled school bikes. When I wrote him for permission to use his letter he gave me the answer I was looking for, "yes", plus he conveyed another incident to me that also is worth a look. Here are Bob's letters, reprinted by permission.

Dear Tom Whaley, I just finished reading your article in the Winter '99 CBXpress regarding the registration and interception of '81 and '82 CBX's from schools who have had bikes donated by Honda for educational purposes. I'm sure that many CBX fans have cringed at the sight or thought of a CBX sitting in the corner of a classroom, rusting away the years and dying a slow death at the hands of teenage kids in motorcycle shop classrooms. Your article finally hit home with me that someone else might be fearful of the destiny of those bikes other than me. Here is my account of what Honda told me personally when I tried to rescue at least one of these bikes about 3 years ago. My neighbor was the auto/motorcycle shop teacher at a local High School, and was very dedicated to teaching his students not only the basics of M/C repair, but taught them how to compete in nationwide competitions against other schools with similar programs. His classes ALWAYS did very well, and many of his students were hired by Honda, Yamaha, etc. He was very highly thought of by motorcycle manufacturers and by many dealers in this area looking for well trained, hard working graduates from his classes. He and I were riding off-road in Mexico one day, and I mentioned to him that I had a dream of buying a clean CBX someday, and that if I were going to start riding street bikes again, that would be the only bike I would consider riding. His eyes popped wide open when I said that, and he said that he happened to have two '81 CBX's with zero miles on them in storage at his shop, and that he had 2 more on the way that Honda had arranged to get from another school. Not only that, he had the parts, including engines, that had been donated from other schools that were in his storage. He said the bikes weren't perfect, (mirrors, levers missing, scratched, etc.) but they were mostly complete! I was at his classroom the next morning at 6:30 am to look

at the bikes, and yes, they were mostly complete. When I asked him what he was going to do with those two bikes plus the other two he was about to get, he said he didn't know because he couldn't use them, and he didn't know why Honda was sending him more bikes that he couldn't use. He knew the potential value of the CBX's, and he tried his best to protect them and store them away, even knowing that Honda would not allow him to sell or give the bikes away for any reason. He said the reason that he could not use them was because of their complexity and their age. Only his best students even dared to try and work on the bikes, so most of the spare parts were relegated to displays showing the functions of various parts such as brakes, carbs, etc. He desperately was looking for a way to unload the bikes without infringing upon his agreement with Honda about the sale or registration of the CBX's. He could not risk his position with them and jeopardize his program, but he wanted to get rid of the bikes that were of absolutely no use to him. I made a phone call to Honda, and found out who would be responsible for making a decision regarding the bikes. After making a plea for them to release at least one of the bikes, I was instantly turned down. I even went so far as to offer a \$1,000.00 donation to the school motorcycle education program for each bike released, regardless of condition or completeness. Again, I was informed that those bikes were absolutely, positively, under no circumstances, to be sold or given away. If the school had no use for them, then they should be returned to Honda, and they would be dealt with later. (I assumed dismantled or destroyed by the tone of voice). I was even told that if it was discovered that the school had even given away ANY of the parts, their program would be discontinued. I never did receive any parts or bikes from the school, but my question is this. Why was Honda so unwilling to release these school bikes for registration as recently as a couple of years ago? Do they have a concern for liability by putting these incomplete bikes back on the road, or is it that they don't yet realize what you and I feel for the value of these bikes? Is there anything the CBX Club can do to ease these considerations of Honda if it is indeed their feeling? If there is someone at Honda who would be willing to release these bikes,

I would like to know who they are so that I can "Preserve" what might be left of those bikes. To this day, I don't believe that the school or Honda has done anything with these CBX's, and that they will just become another pile of disassembled junk parts waiting to be laid to rest in the trash dumpster. Bob Evans (P.S., Yes, I did find my clean, legal '81 CBX).

Tom, As I was out working in the yard tonight, I got thinking about something else that you might be interested in regarding the school bikes. A while back, I took my '81 to a Honda dealer here in San Diego to have some work done, and the Service Manager working there was also a CBX owner, (the reason I took it there. Some other dealers didn't want to touch it.) After quizzing him on the history of his bike, an '81 also, he told me that it used to be a donated school bike also. When I asked him how he was able to register it at the DMV and get permission from American Honda, he said that he used access through the dealership for registration, and that he flat told Honda to kiss his butt when they protested the registration. I don't know how much truth there is to his story, but at least he was successful in registering a school bike. Maybe his connections with the dealership helped him. Also, regarding my attempts to get one of the school bikes I referred to in my original letter to you, I forgot to mention to you that I even proposed to Honda the prospects of using all the parts from the school bike, with the exception of the engine cases and the frame, and building and registering a bike with new engine and frame numbers. Not only did that go over like a lead balloon, but it started becoming a little to cost prohibitive since there were good used ones going a little more than the cost of the cases and frame alone. (I was searching the motorcycle junk yards for parts. I didn't know about the CBX Club yet.) Anyway, I thought that might be of interest to you, too. Regards, Bob Evans. P.S. My '81 will now have the company of a red '79 next week.

I would like to thank Bob Evans for taking the time to tell us his experiences with Honda and their school bikes. It looks as if we might have some hope yet saving some of these bikes. If we can come up with more of this type of input maybe we can put together a plan of action to acquire some of the school bikes. Let's keep trying!  
Until next time,  
Tom Whaley, Internet Editor  
E-mail <Internet@cbxclub.com>



# WORLD CBX

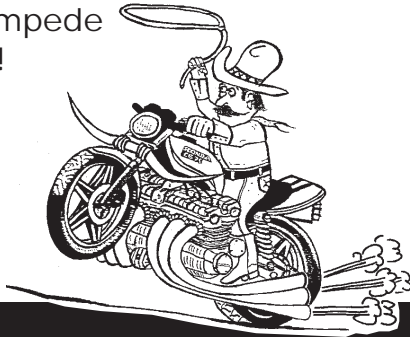
## NORTH AMERICAN MEET








July 10-14, 2000 Calgary, Alberta, Canada

Ride the Millennium Stampede on Your CBX Motorcycle!

Held in conjunction with the great Calgary Stampede! Make your reservations early! The Flamingo Motor Hotel, 7505 Macleod Trail, Calgary, Alberta, Canada, T2H 0L8. US and International 1 (403) 252 4401, Fax 1 (403) 252 2780 For more information, call or e-mail Mike Quance (403) 279-6816 quancem@cadvision.com.

World CBX Midsummer 2000!



						
Original Pin \$5.00	Red, Silver, Black \$5.50	Silver, White \$5.50	Tech Tips \$80.00	CBX Gold \$27.50	CBX Parts \$53.95	CBXclub.com T-shirt (XL only) \$25.00

## Goodies Order Form

ICOA# \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Country \_\_\_\_\_

Please complete with your check or money order to:  
ICOA Goodies  
3577 Chablis Circle  
San Jose, CA 95132-3013 USA

**COMING SOON!**  
T-SHIRTS WITH ICOA OFFICIAL LOGO  
REPRODUCTION SIDE COVERS AND REAR COWLINGS

Item	Color	Qty	Price	Total
CBX Pin				
Tech Tips				
CBX Gold Book				
CBX Parts Book				
CBXclub.com T				
And as we go to press! CBX Club Cap - \$15				
Shipping				
US and Canada \$4				
International \$8				
International Tech Tips \$20				
Total Amount				



# more on school bikes

## THE GOOD, BAD AND THE UGLY

We left off in the last issue of the CBXpress with a dim light showing at the end of the tunnel for the future of the school bike CBX's. All is not good though. On the down side I received an E-mail from ICOA member Jon Bratten from Hawaii with his sad story about school bikes. Jon has done his legwork trying to track down some of these school bikes on Hawaii. He came up a day late and a dollar short as the old saying goes. I don't know about the dollar short but a day late is sad but true.

On the other hand maybe we can turn up the wick a little on that proverbial light at the end of the tunnel. I received another E-mail from ICOA member Richard Herrington from Florida with a far brighter outlook on School Bike CBX's. Richard has also done his homework on School Bikes and was able to get clear titles for a CBX and other motorcycles.

Here is what our two Good Samaritans have to say about their dealings with School Bikes.

From Jon Bratten

Remember the discussions about the elusive school bikes? Nice update from Rocketman in the CBXpress Spring '99 issue! You guys may remember there were rumors of CBX school bikes in Honolulu? There were definitely some here on the islands, so for the last couple years I've been trying to track down these beauties.

One of my good buddies over at Island Cycle Works is Les Miyaski. He's the owner and chief wrench there, along with his younger brother Danny. Les was a teacher before at a branch of University of Hawaii called Leeward Community College (LCC). He worked in the Vocational Tech dept from around 1976 to 1983, and said he'd seen six clean CBX's, all silver that had been donated by Honda for training. The whole department shut down by 1985, and nobody had seen or heard of these CBXs since then. I had few leads, other than some names of other teachers and school admin types from the Voc Tech dept... but had the name of the director of Voc Tech pasted to my monitor here at work... and out of the blue a car buff/drag racer buddy from work spots

the name - and says that they party and drink together each weekend! I got the phone number and in a few minutes finally solved the mystery of Honolulu's school bikes. The dude is cool, btw, restores old cars mostly, and some Brit bikes.

Yes there were six, all silver, he wasn't sure of the year, but they had the bags and fairings so were probably '81's. Yes they kept them in storage after the department shut down; they were all in a warehouse for 14 years. And...? and...? and...? They were cut up into little pieces with a torch in March of this year, and thrown in the Dumpster. Aaaaauuuuugh!

He said there had been zero interest in them, and had been told they couldn't be licensed or resold in the beginning, so they torched 'em and tossed 'em. Sob! But at least I found out where they went ...I just couldn't believe the timing. He said they relocated the warehouse, so had to toss everything, so it wasn't like he had much of an option, but still, to miss by just a few months after all these years.

Broken hearted in the islands, Jon

From Richard Herrington

My name is Richard Herrington. I live in Clearwater, FL. and am a friend of Mike Tuman. After reading the articles on the above subject, I thought I would let you know of my several experiences with purchasing the above.

I met Mike at a VoTech auction here in Pinellas County in 1990. They were selling 5 1981 Xs, most of which had been destroyed by the school. There was one bike almost complete, which I bid on but stopped at \$3500. It finally sold at \$3750, which I thought, was too much. I noticed that some of the bikes had been Red Tagged by Honda, which meant that no DMV would title it. Sometime later, I heard of a school bike in Daytona that someone was selling. He had gone through all the paperwork with the DMV, which assured me that a title would be issued. So I bought the bike. Later the same lady at DMV told me that a title could not be issued. After my attorney wrote them a letter stating that we would file a suit, I received my title.

Several years later I heard about another CBX and CX650 Turbo for sale in Atlanta. I went to see them and they were almost perfect. The X had 78 miles and the CX had 33. After getting them home, cleaned and running, a friend told me of a title company in Birmingham that could title them using a transferable registration. I got the application from them, sent it in and within two weeks; I had the registration, which I took to the local tag agency. They checked the VIN and the mileage and issued me the title with no problem at all. The Title Company I used is Broadway Title Company, Inc. P.O. Box 130303, Birmingham, Al 35213. Telephone: 800 464-3222. The good thing about their service is that it is perfectly legal. I have used them several more times with no problems, and would recommend them to anyone. The only catch is the bike has to be at least 10 years old. The price of their service is \$155.00. That sounds steep to some people, but after trying to negotiate with DMV myself, it is well worth the price.

Incidentally, the man I bought the CBX and CX from was a custodian at the School that the bikes came from. He told me after I bought and paid for the bikes, (\$2K each and I was a happy fellow with 2 new bikes for \$4k) that the school administration sold the bikes on a sealed bid. He was the only one that bid on the bikes. He bought them for \$50.00 EACH. So he was happy and I was thrilled. Hope I haven't bored you. I just wanted to express the fact that no one should be leery of purchasing one of these bikes, because they can be titled. If the bikes had gone back to Honda they would have been destroyed. I had one School tell me that is what happened to theirs. What a waste.

Regards,  
Richard Herrington ID # 3390

I would like to thank Jon and Richard for taking the time to follow up their leads on School Bikes and allowing me to share their findings with all of you. As I mentioned before I don't have any School Bikes in my area to search for, so for now I'm going to pursue this issue in my writings as long as some of you will send material to write about.

Until next time,  
Tom Whaley, Internet Editor  
E-mail <Internet@cbxclub.com>



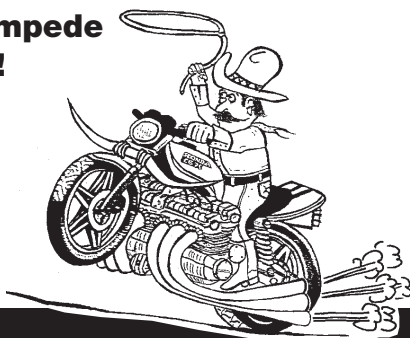
# WORLD CBX NORTH AMERICAN MEET







July 10-14, 2000 Calgary, Alberta, Canada

Ride the Millennium Stampede on Your CBX Motorcycle!

Held in conjunction with the great Calgary Stampede! Make your reservations early! The Flamingo Motor Hotel, 7505 Macleod Trail, Calgary, Alberta, Canada, T2H 0L8. US and International 1 (403) 252 4401, Fax 1 (403) 252 2780 For more information, call or e-mail Mike Quance (403) 279-6816 quancem@cadvision.com.

World CBX Midsummer 2000!



						
Original Pin \$5.00	Red, Silver, Black \$5.50	Silver, White \$5.50	Tech Tips \$80.00	CBX Gold \$27.50	CBX Parts \$53.95	CBXclub.com T-shirt (XL only) \$25.00

## Goodies Order Form

ICOA# \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Country \_\_\_\_\_

Please complete with your check or money order to:  
ICOA Goodies  
3577 Chablis Circle  
San Jose, CA 95132-3013 USA  
Make checks payable to the ICOA  
Credit Card Payment (circle one):  MasterCard  VISA  
Card Number: \_\_\_\_\_  
Expiration Date: \_\_\_\_\_  
Name as printed on card: \_\_\_\_\_  
Signature: \_\_\_\_\_

**NOW AVAILABLE**  
REPRODUCTION SIDE COVERS AND REAR COWLINGS  
Write for details and pricing!

Item	Color	Qty	Price	Total
CBX Pin				
Tech Tips				
CBX Gold Book				
CBX Parts Book				
CBXclub.com T				
CBX Club Cap - \$15				
Official ICOA T-shirt - \$20 XXL - \$23				
Shipping				
US and Canada \$4				
International \$8				
International Tech Tips \$20				
<b>Total Amount</b>				