

Wind Noise

Volume 1, Issue 3

July 2009

Road Trips-Summer 2009

Bill Stevens, President

On a recent airline flight from Ontario, CA to Seattle this past month, I had the opportunity to share seats with a young female Cal-Poly graduate. I have always had an infatuation with red heads, red cars, and red motorcycles, for that matter red is one of my favorite colors. To say the least, my efforts to complete this essay were thwarted as result of her presence.



The female in question worked her way through college (7 years) to earn a degree in Animal Sciences, with hopes of pursuing an equestrian veterinarian position. With \$35,000 owing in student loans, the prospect of committing herself to an additional \$200,000 debt to attend veterinary graduate school was out of the question, out of reach. The average equestrian veterinarian with 8 years of school behind them has prospect of earning a starting wage of \$30,000-\$36,000 a year out of college. Not exactly what the co graduate had in mind-5-10 years of debt. So what to do?

Many of us are always hunting for the best deal. We're ordering motorcycle parts and accessories over the Internet to save money, to avoid sales taxes; not

buying locally. In the Northwest, several well established motorcycle shops have succumbed to these pressures and closed their doors. What is the cure?

Please, buy locally-support your independent dealers. Support those dedicated and invested in the motorcycle industry. Be representative of a club dedicated to the preservation of vintage motorcycles regardless of brand, to those who ride, to those who invoke a smile on the faces of others less fortunate. We are the privileged few.

As enthusiast's, we are the person's most responsible for the longevity of the motorcycle industry. Proud and dedicated R90S owners are the heart blood not only of our club but of the industry itself. Volunteer's make up the soul of our organization.

Rick Griffith, our newsletter editor, recently announced to me the need to pass his editorial/newsletter responsibilities along to someone new. New blood is needed to keep our club alive. Rick and I are both aware that additional participation is needed to rejuvenate our club's presence and purpose.

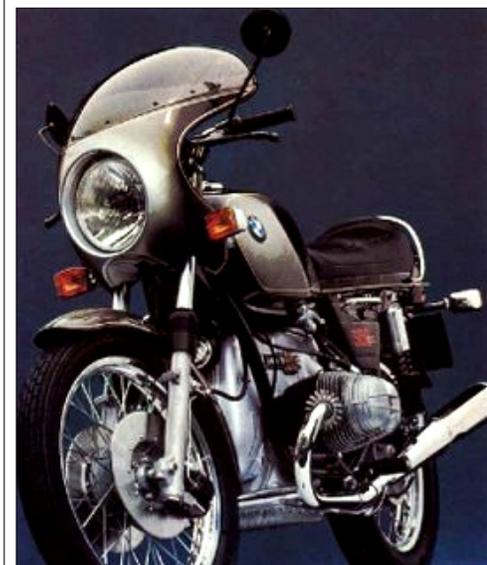
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Helping you keep your R90s where it belongs, On the Road!

Inside This Issue:

- *Membership Update*
- *Time for a new News Director*



Road Trips cont.

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During my tenure as president, Rick has been a constant contributor to the club, making it his duty to execute a newsletter of quality and of value to members.

So, what to do? Like the college graduate we need to do something different. God help me that I suggest "change"- I am not one to support political slogans or agenda's. This club is all about the love of motorcycles, of riding them, and of sharing our compassion for them with others.

By the time you read this, many of you will be in motion to attend the National MOA rally in Johnson City, Tennessee. John Yee and a group of volunteers have organized the 9th and Last R90S Rally in conjunction with the MOA national. John has been a long term contributor to the club. I know we can rely on him, Rick Griffith, and others future contributions to keep our club strong and alive.

Over the next several months, I will be asking for regional volunteers to help spark and retain interest in our club. I have proposed to the current officers, we adopt a more cost effective and timely method of communication; a static R90S Website, and a Yahoo forum for members and non-members alike. Utilizing or combining the resources of the existing R90SYahoo World Net is indeed one of our considerations.

As an active and supporting member of the AMCA (Antique Motorcycle Club of America), I propose soliciting the board of director's to accept the R90S Sport Owner's Club as an International chapter of the AMCA. To the best of my knowledge, this is fertile ground. The AMCA is dedicated to the preservation of vintage motorcycles regardless of brand-it would bring R90S members closer together on an international scale with other motorcycle enthusiasts. To do so will require R90S club members to join the AMCA. Many of you may already be experiencing the benefit of membership-regional rallies, events, rides, not to mention receiving the full color quarterly AMCA

magazine!

I trust all of you have a great summer riding experience. I will miss seeing you in Johnson City. Please consider how you might contribute to our club thus making membership a more rewarding experience for all. Please contact me at: wcstevens@lfsinc.com with your suggestions or to volunteer for a position in your area.

Shiny side up!

Bill

Membership Update By John Yee ,

Treasurer/Membership Chairman

As of this printing, we have 109 club members in good standing.

We would like to thank the following renewing members that also sent in donations to the club for 2009!



DeBOER, JORRIT:

(Munich, Germany). Every half year I read of an R90S for sale. Now a 1974 old style with only 25,000 Km (like the one I have.) But the owner asks 11,500 Euros (\$15,000 US) – not a special! Does one really fetch this high a price? It was so cold here that there was no long distance biking possible. Come and see us here.

DeMARCO, ROBERT: (New Britain, PA)

DROIT, PHILIPPE: (France) Other bikes owned: '76 BMW R60/6, '91 BMW K1, '86 Kawasaki 1000

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Membership cont.

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GTR & '02 Honda GL1800.

MEADOR, JANET: (Covington, WA)

MIMS, MATTHEW: (Edgefield, SC)

Some comments from renewing members:

BURNS, BLAIR: (Quebec, Canada): 147,000 miles, Lester mags, smoke screen & bar end mirrors.

CARNEVALE, DAN: (Enfield, CT) Serial #4990944, Daytona Orange with 124,900 miles, fly-wheel lightened by Reg Pridmore, Lester wheels, San Jose swing arm & fork brace, Silent-Hektik ignition, Dyna III ignition, YSS shocks, Keihan SS headers, Heukerott oil pan, stainless steel hardware & South-land clutch.

NACE, GREG: (Chapel Hill, NC) Haven't ridden the Daytona Orange one much lately as I got another orange bike – a Harley XR1200. Having a lot of fun on back roads with it. It's sort of like a heavy version of a Ducati Monster.

We are pleased to welcome the following new members:

BYERLY, RICE: (Kernersville, NC) Serial #4990673, Daytona Orange with 36,475 miles, stock.

CALKINS, CHARLES: (Greensboro, NC) Serial #4980792 with 93,000 miles, Works shocks & fork springs, Telefix fork brace, SS brake lines, electronic ignition & lightened flywheel.

FREY, BRUCE: (Houston, TX) Serial #4980853, Daytona Orange with 41,000 miles, basically stock. I live in Milan, Italy 48 weeks per year (with my 1935 R12), the R90S and my other prewar toys live in Houston.

FRY, KELLY: (Los Alamitos, CA) Serial #4990757, Daytona Orange with 67,524 miles, 1000 cc heads & lightened flywheel.

LUTZ, TED: (Monroe, NC) Serial #4950584, Black with gold stripes, 10,200 miles. No mods besides new tires and oil.

STEELE, MARTYN: (Margaret River, Western Australia) Serial #4981380 with 30,000 miles. Bike fully restored to original spec, plus Ikon rear shocks, deep oil sump, Omega Electronic Ignition, GPS mount system. Note: Martyn also sent in a donation to the club with his new membership.



Who runs this little organization anyway?

Well, basically our members do, but these folks graciously give their time and energies to make the club what it is:

President: Bill Stevens

European Chapter President: Kirk Ratzel

Australian Chapter President: Philip McCardle

Vice President: Ken Claus

Treasurer: John Yee

Secretary: Norm Delezenne

Newsletter Editor: Rick Griffith

Road Captain: Dale Wright

Safety Chairman: Howard Cobb

Historian: Mac Kirkpatrick

Please use your Membership List for full e-mails, etc.

Thanks for the Memories

Someone once said a long time ago to always quit when you're on top. A lot of people say it, fewer actually do.

Whatever the profession, most of us try to stick around, ignoring the pull to do something else. In Sports, great athletes retire, come back to play a few more seasons and figure out it might have been best to hang it up permanently as their skills were long ago vanquished.

And so I've decided to hand off the newsletter duties to another member of this fine organization. I've been doing this for a long time now, was President of the club before that and still think the R90s was the most significant motorcycle produced in the last fifty years!

But I've grown tired and dull and don't seem to have the same enthusiasm for getting on the old girl (the bike that is) after work for a long ride. And the same can be said with the news-

letter. I know it doesn't look like it, but there is a bit of work putting this together and I've enjoyed it immensely, more than most people know. I've taken great pride in "trying" to get some useful information to you the members, on a timely basis.

I've enjoyed writing some of the Tech Tips as I did some required maintenance on my old bike and enjoyed getting many, many excellent articles from all of you. People like Kirk Ratzel and my good friend Rick Huemerich, Paul Bates, and many, many others have supplied excellent and timely pieces of information that we hope have kept your R90s where it belongs, running down a twisty two laner with those Dellorto pumpers singing that wonderful song.

I'll still be active in the club, writing tech articles and offering my help as much as I can to anyone who needs assistance. I've been inspired by Bill Stevens, our current President and his endless enthusiasm for all things R90s. I marvel at John Yee's organizational skills and commitment to the club. Two of the R90s rally's were in NC at Iron Horse Lodge and without John's leadership, probably wouldn't have happened.

You'll notice this newsletter is short on articles and stories. I did that on purpose to let you know that your involvement is more important than ever. We need your articles, input, ideas and most importantly, your opinion on the direction this club is to travel. I plan on doing another newsletter in the fall so I ask one more time to put pen to paper and contribute to your club.

Regards,

Rick Griffith, Newsletter Editor

classic_r90s@earthlink.net

R90s Sport Owners Membership Form

National R90S Sport Owner's Club

Application for New or Renewal of Membership

Please print or type legibly – we will use this information for our club roster (address will be omitted from roster for security reasons)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____ E-MAIL _____

YEAR(S) OF R90S _____ SERIAL NUMBER _____

COLOR: (CIRCLE ONE) SILVER SMOKE DAYTONA ORANGE OTHER _____

(ADD COLOR)

MILEAGE _____ MODIFICATIONS/NOTES _____

Please make a \$15.00 check or money order payable in U.S. funds to: John Yee - Treasurer

Mail to:

John Yee

244 Candia Lane

Cary, NC 27519

***Do you have any interesting stories, rebuilds and repairs, tips, restorations, bike searching adventures, etc. concerning your R90S that you would like to share with the membership? If you do, this is a way to contribute to the club and get your name in print for all to see. Submit it and we will put it in the newsletter. Send to our Editor, Rick Griffith. classic_r90s@earthlink.net