

Wind Noise

Volume 1, Issue 1

January 2008

Saigon

Bill Stevens, President



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

Ho Chi Minh City (Saigon), Vietnam is the home of more than 10 million people. There is no official census so the number is most likely closer to 12 million. Of the estimated 10-12 million persons, there are 4-5 million registered motor scooters and 500,000 registered trucks and autos. On any given day, at any given time 24 hours a day, a vast percentage of those people and vehicles are in motion on overly crowded 2 lane city streets and outlying roads.

Vietnam remains a poor country with minimal infrastructure. The vast majority of land is used for agricultural purposes to feed its burgeoning population. Outside foreign business investment has fueled a growing manufacturing sector taking advantage of the cheap and young labor pool. Inflation is rearing its ugly head as manufacturers struggle to meet changing environmental and humanitarian standards.

A visit to Ho Chi Minh City's "Chinatown" revealed a bustling Binh Tay Market. It is the largest of markets in the city with an amazing array of noises, smells, and colors. Clothes, household goods, toiletries, souvenirs, fresh foods, fish and meats can all be



found here. As one would well imagine, most purchases are carried out and transported home on motor scooters. It is not uncommon to see entire families of 4 and 5 carrying strategically placed bags and boxes rolling down the crowded busy streets. Next time you struggle to fit your 6 pack purchase into your R90S's saddle bags, consider tying down a refrigerator or washing machine atop your luggage rack; a common sight in Saigon.

A quick 5 hour flight from Saigon to Narita found me in Tokyo, Japan. Besides a scheduled business meeting with a supplier, a trip to the Twin Ring Motegi revealed not only a Formula I/Moto GP race

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Special points of interest:

- *President's Message*
- *Honda Hall Museum*
- *Jacques Danzer*
- *Let's Go to Wales!*
- *Membership Update with John Yee*
- *Update Your Tranny*

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Saigon cont.

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track, but acres of entertainment opportunities for motor heads young and old. Of special interest here, Soichiro Honda built in 1998 the Honda Collection Hall to commemorate the 50th anniversary of the founding of the company. Can you say “EYE CANDY”!

The 3 floor museum houses hundreds of Honda products and racing machines. It also introduces influential imports and historic rivals. All exhibits have been restored to original condition, giving viewers the opportunity to see things up close. The museum’s efforts are based on preserving exhibits in running order. During the peak summer season, viewers have an opportunity to witness test runs on the legendary Motegi track. A complete restoration shop with viewing windows is also on premises.

The second floor of the museum reveals products that serve people. Beginning with the original bicycle engine, exhibits on the 2nd floor trace the progress of Honda manufacturing with displays of actual products that have been loved by generations. Motorcycles, autos, trucks, lawn mowers, rototillers, even their first outboard engine are on display.

The 3rd floor exhibits products aimed to be the best in the world. Honda has honed its technology on the race track. The exhibition area introduces the history of Honda’s spirit of challenge in pursuit of excellence in motor sports. Formula I, Moto GP, Paris-Dakar, and of course all the “Screaming Multi’s” that dominated road racing world championships.

Following a long bus ride back to the JR train station we found ourselves on the bullet train back to Tokyo enjoying a rice ball and cold Kirin beer. The next day

we jumped the puddle on United’s retiree express-named for its gnarly flight attendants who I am sure are all Social Security eligible! Seattle traffic provided its usual snarls. I was glad to get home to my own bed following 12 days of travel. Now all I have to do is find me a Honda 305 Super Hawk or 250cc Hi-pipe scrambler!

See you on the road!



San Jose Fork Braces Still Available

President Bill Stevens reports that he has a few extra braces available from the last order he placed. Cost is \$127.48 plus \$10.00 shipping/handling. A savings of 25% to members.

Bill Stevens
6222 N. Frok Road
Deming, WA 98244
(360) 961-2346



The BMW R90/S “RS4” Timeless Man and Time by Kirk Ratzel

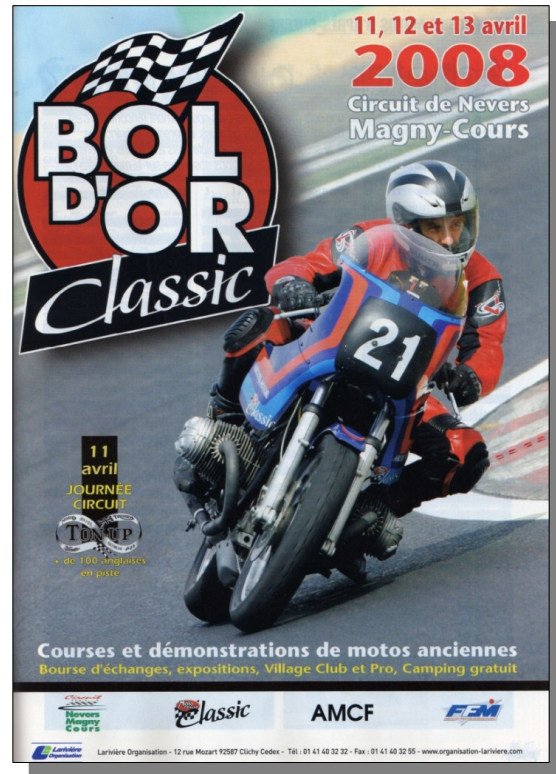
Jacques Danzer and the legendary Arcueil Motors “RS4”, one of the first five hand built R90S motors built which premiered in competition in the Bol d’Or endurance race in September 1973. Jacques rode ‘em in the ‘70’s, and still rides ‘em today – in fact, he is still a regular top 10 finisher on the French endurance racing scene. Man and machine are shown here in the pits of the 2007 Couples Moto Légendes in Dijon, France preparing for a few “demonstration laps”. The bike is low-tech, time-tested, and solid as a rock.



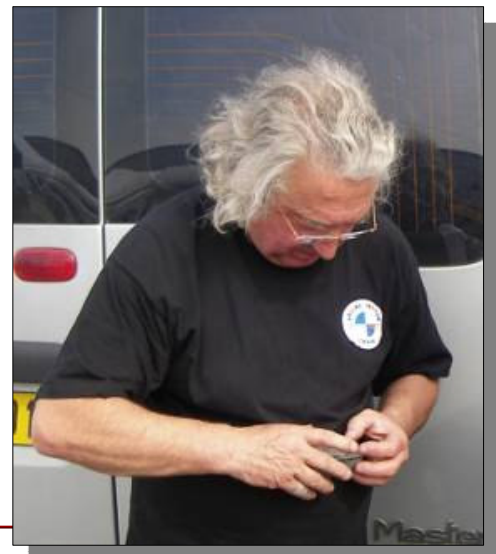
The mythic “RS4” engine, pushed to 1040 cc., raised in the frame to improve ground clearance.



The RS4 is the featured bike on the official poster for the 2008 Bol d’Or Classic. Arcueil Motor will participate on 14-15 April at Magny Cours with the teams of Danzer / Bonvicini on the RS4 and Daridan / Blanchet on the RS3.



Pushing 60 years young and still can push an R90/S just as fast it can go!



Membership Update

John Yee, Treasurer and Membership Chairman

As of this printing, we have 128 club members in good standing with the following new members and their comments.

HOPKINS, JIM: Hi Everyone. Last week I purchased my 1st R90S. It is a 1974 in close to original condition & has a little over 36,000 miles – serial #4950039 – the 39th R90S imported into the U.S.

Donations: Thanks to **KARL DUFFNER** (Bristol, PA), **JIM PLAVCAN** (Chagrin Falls, OH), **LASZLO REPAY** (Hudson, OH) and **JIM RUSSELL** (Blairsville, GA) for their donations to the club along with their 2008 membership renewal.

Comments from renewing members:

BURNS, BLAIR: (Quebec, CANADA) 144,000 miles, smoke windscreen, Lester mags, bar-end mirrors, fork brace.

HERL, ROBERT (Anderson, SC): 128,293 miles; the latest 10/32 rear end, great fun: power & gas mileage both up. Looking forward to the 9th & Last (Rally).

DUFFNER, KARL (Bristol PA): 339,786 miles.

McDANIEL, THORN (Coconut Grove, FL): Serial #4950588: Boyer dual plugged, SST lines, /7 controls, San Jose top clamp & intake flanges. Serial #4950691: SST lines, San Jose fork brace & Corbin solo seat.

Don't forget to send in your \$15.00 renewals for

2008. Thanks to all that have already renewed! We were pleasantly surprised by the number of 2008 renewals this early. If you have 2007 as your expiration, please send your membership now. Thanks!!

Farewell:

Dear R90S Club,

It has been a pleasure to have been associated with the R90S Club for the last 8 or 9 years. I have sold the bike and will not be renewing my membership. The R90S Barren von Red Fairing #4980804 was sold to a fellow club member. He said he was happy with it but I don't know what his plans are for the bike, he will probably be registering it with the club. He and the Club have my best wishes for a long and prosperous future with these truly classic motorcycles. I will be sure to say hello if I see you at a rally somewhere. Thanks again for enhancing the time that I owned one of these jewels. Feel free to say hello anytime. Thanks,

Lowell Roark

5160 Colby Rd

Winchester, KY 40505

Ph: 859-745-0517



Long time member Laura Keating shows that true happiness is owning a gorgeous Violet R90s. ed

Come to Wales by Andrew Bell

The R90s Welsh run 2008

Welcome to the R90s Welsh run 2008 exclusively for riders of R90s's in conjunction with the French R90s club www.r90s.org.



If you like to ride your bike, not just look at it, and enjoy a good days ride out with others in the beautiful countryside traveling on small undisturbed back roads in Wales, this has to be the run for you !

We are putting together a run to take place in August 15/16/17/18 staying at the lovely old 13th century coaching inn The Talbot Hotel at Tregaron . There will be three runs arranged (Sat, Sun, Mon) to cover different areas, in the heart of mid Wales each totaling over 100 miles with planed stops for tea/coffee and lunch. These will be included in the overall price for the weekend as will evening meals and breakfast.

On each of the runs we will use the tried and tested 'drop off system' to ensure that no one gets lost! Details of this and other info will be put on the website shortly www.binks90s.co.uk There is also a forum to discuss any other questions that you may have.

I have suggested to the guys coming from France, that it is possible to meet them coming off the ferry

A few more pics of the lovely Welsh countryside courtesy of the www.binks90.co.uk website:



Andrew Bell (2nd from right) and Kirk Ratzel (far right)

Transmission Enhancements by Rick Hummerich

This year I spent half of August and part of September in Germany at my Mother's house near Frankfurt.

My Brother came up from Munich and we spent some quality time with our Mother, as she is now 84 years old. We did some work around the house but our main focus was the restoration of our Dads old Motorcycle, a 1951 200cc Zundapp.

This old Zundapp was the bike that I learned on. My Dad and I would go for a ride every Sunday morning, I was sitting in the front of him on the gas tank, but I quickly learned how to use the clutch, brake and throttle. After a few months of riding, we became a team. I would work the handle bar controls, and he would work the shift lever and the rear brake. But of course, I wanted more, and the time came when I was riding the bike with my Dad on the backseat! But we had to keep it a secret, as my Mother was not to know anything about it, as I was only 9 years old! There were many Motorcycles in our little town, and only one car, which belonged to the Burgermeister. (Mayor) Today we have the old Zundapp up and running again. We only did a mechanical restoration. The faded paint, some scratches here and there, the bent fender bracket was where my Dad hit a rabbit on his way to work, all remains.

Today is a nice day, we are going to the Schotten Ring Racetrack, Vintage racing at its best! We always take our favorite bikes, a R100GS and a 1200GS. My favorite events are the sidecar races. There are several different classes, anything from the 1930's to the kneelers from the 1970's and the more modern rigs with 150HP plus. The solo bikes are also well represented, you can see anything from a Hildebrand Wolfmuller, to a Wanderer, a 200CC single cylinder bison, Victoria's, BMW, Zundapps and more. The day flew by and we had to head back as our Mother had dinner. Vacation time was dwindling fast, I had a few more things on my list. My 1937 BMW R6 crankshaft had to be dropped off at my Friends restoration shop. The most important thing on my agenda was a visit to

the Transmission Guru, Mr. Wolfgang Kayser. His shop is near Stuttgart, about a four hour drive. Wolfgang was waiting for us. He started his transmission career back in the fifties, he designed and built transmissions for Formula 3 Race Cars and Racing Motorcycles. Today he is building gears and gear sets for several makes of motorcycles, BMW, Horex, Honda, Harleys, Ducati, Kawasaki, Suzuki, Yamaha, Nortons and many other vintage models but I want to talk about one transmission only! That is the 5 speed BMW from 1974 to 1995, which includes our R90S Bikes.

Wolfgang offers two different Ratios for the 5th Gear, one ratio is a 6% taller 5th gear, which is accomplished by simply changing the 5th Gear on the output shaft. The BMW Gear has 21 teeth and Wolfgang's Gears have 20 teeth. He also offers a 10% taller 5th Gear, in this case you need to change three gears, one on the Input Shaft, one on the cluster shaft and the 5th gear on the output shaft, a little more involved but still fairly easy. He also offers a 6% lower first gear.



Wolfgang also builds a 6 Speed transmission for our R90S. To convert your Transmission into a 6 speed, it would have to be shipped to Wolfgang's shop. The turn around time is about 3 months.

Here are some of the prices as of August, 2007: 6% 5th Gear is 90.00 Euro. 10% 5th Gear is 295.00 Euro. 6% lower first gear is 70.00 Euro. 6 speed conversion 1600.00 Euro, plus repairs and bearings as needed. I would assist any R90S Club Member in any

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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

Tranny Updates cont.

EBC Rotors

(Continued from page 6)

of the transmission upgrades. Just call me, 702-646-0468.

On the last day of my vacation my Brother and I accidentally stumbled on to a Motorcycle Museum near our hometown. On display were racing motorcycles and cars from the 1930's to present. Just to mention a few, did you ever hear of a 500cc 4 cylinder MotorGuzzi or a 50cc Kreidler two stroke with 14 gears and a 16000 RPM redline, a sidecar rig with a 4 cylinder 500cc two stroke boxer, called a Konig with 150 hp, or a 350cc Norton Manx?

By that time we caught up with a gentleman from England, who was staring at the Manx. We struck up a conversation with the Brit, who explained that he used to race a 350 Manx. Then out of the blue the British gentleman said; "Do you know what the worst thing is that could happen to a Man?" I replied, there could be many things, and he continued that when a Man has a very ill, dying wife in the hospital, I said yes, that is bad, and the Brit carried on, you know what the absolute worst thing is that could happen to a Man? I said no, **what could be worse than a dying wife**, and the Brit responded, **"When the man has a Norton Manx that is NOT running right!"**

Rick Huemmerich

Note: Rick had a pretty serious get-off on his R90s just north of Las Vegas last Thanksgiving. Sand in a corner can do terrible things to a bike (it was totaled) and the body. Rick was in Intensive care for quite a few days. Amazingly, after the fall he popped right up and felt ok...for a while. Case in point, let the pros on the scene determine your condition.

Rick is doing better after many broken bones and we can only wish him the quickest of recoveries. I have appreciated all the articles he's written, our friendship and all the personal help he gave me on my projects when he was living just down the road from me. Please send your well wishes:

karen47rms@aol.com ed

Competition Motors in Portland has offered the club a discount on EBC rotors and pads for the winter season. Rotors are \$160.00 each. Pads are \$30.00 per set. If anyone is interested, have them contact me directly via email: wcstevens@lfsinc.com I think this is a pretty good deal just comparing Bob's catalog prices.

Bill Stevens



5th Annual

Vintage Motorcycle Swap Meet

Mount Vernon, WA

Vintage Motorcycles/Parts/Reproductions

Saturday, April 19, 2008 Skagit County Fairgrounds
Exit I-5 (#225) at Anderson Road and Follow Signs to Fairgrounds

Open to the Public 8 AM to 3PM

AUCTION: 11:00 AM for Classic 60's Honda CB160!

Sponsored by the Washington Vintage Motorcyclists Club (An AMCA Chapter)

www.washingtonvintagemotorcyclists.org

Event vendor stall rental fee: 10'x10' at \$25 ea, or 10'x20' at \$35 ea, or bike stall at \$10 per bike. Open to vendors at 6:00 AM. All booths are inside pavilion. Stall reservations and fees must be received prior to April 10, 2008.

Send payment to: WVM, c/o Gary Vallquist, 3406 N. Taylor Rd, Oak Harbor, WA 98277.

ONE DAY ONLY. FREE ADMISSION TO PUBLIC.

Information: Daytime (9 AM to 3 PM) call Gary @ 360-675-8204. E-mail: sunval55@peoplepc.com

WVM Vendor Form (please print and send)

5th Annual

WVM Vintage Motorcycle Swap Meet

VENDOR APPLICATION

Gary Vallquist, 3406 N. Taylor Rd, Oak Harbor, WA 98277

Tel 360-675-8204 Email: sunval55@peoplepc.com

Name:

Address:

Phone Fax:

Email Address:

May we post your name in our vendor promotion? yes no

10' x 10' spaces @ \$25 each for total cost \$

10' x 20' spaces @ \$35 each for total cost \$

Bike stalls @ \$10 each per bike for total cost \$

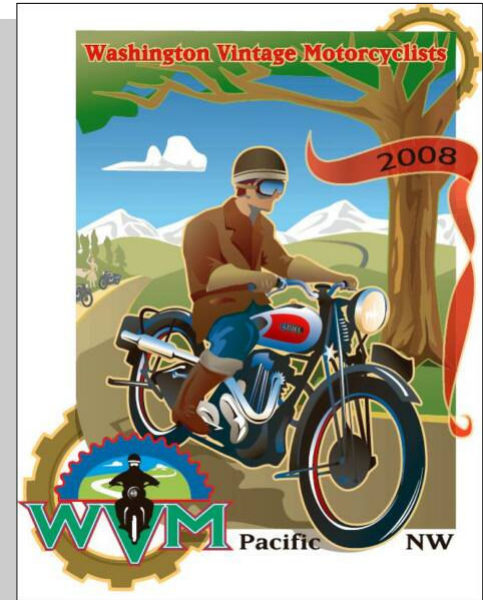
Total of fees enclosed \$

Make checks payable to: WVM and send to above address. Vendors are required to comply with Skagit County Fairgrounds rules. No pets are allowed inside the buildings.

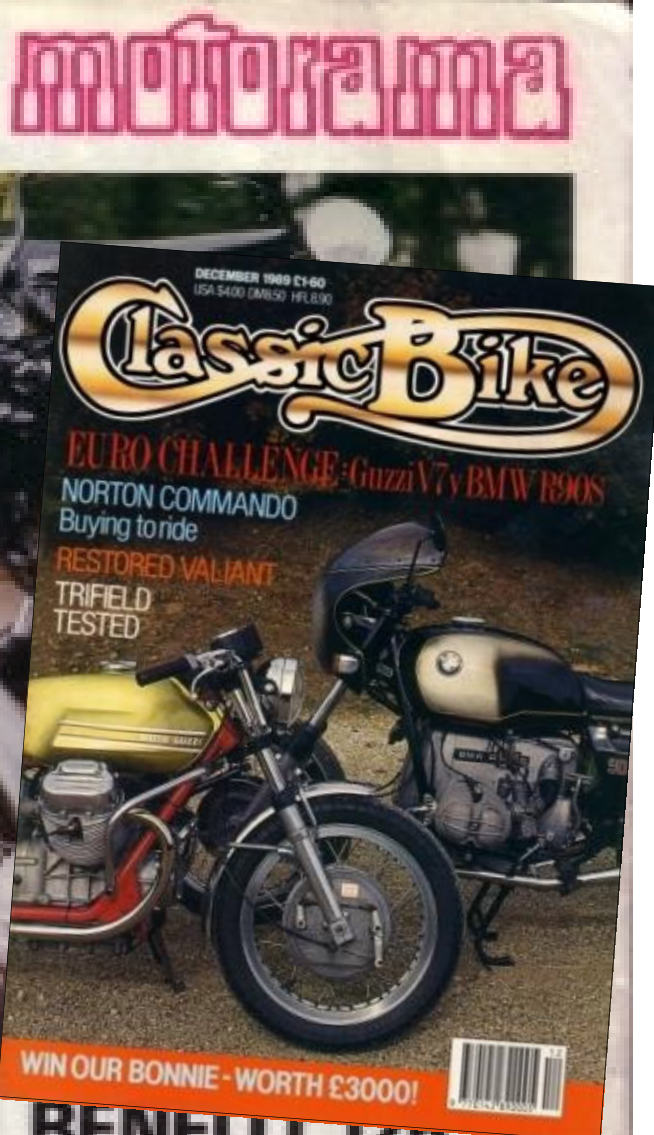
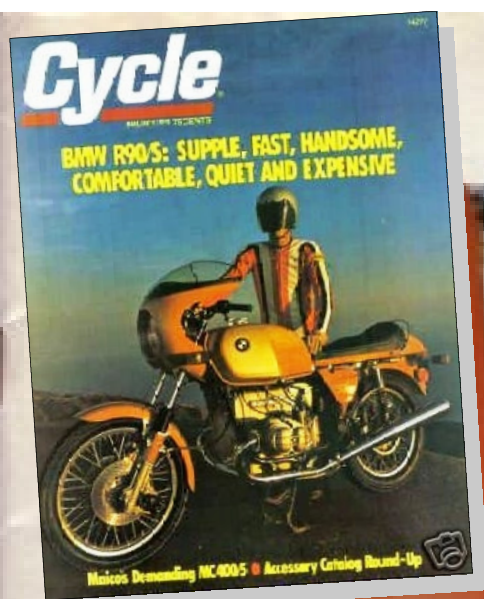
This APPLICATION to reserve vendor space(s) constitutes an express contractual agreement that you (person signing below) agree to all rules and conditions of the Mt. Vernon Automotive/Motorcycle Swap Meet and hereby releases the Meet organizers, Clubs and Club members, as well as the Skagit Valley Fairgrounds and its personnel from any and all liability concerning the loss of property and/or personal injury that might occur either directly or indirectly from attending this meet. Disregard or failure to sign this release form will in no way obligate the event organizers, et al, to assume any liability.

Signed _____

Date _____



Fantastic Classic R90s Magazine Covers by Kirk Ratzel



More Beautiful covers...



More Honda museum photos By Bill Stevens



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.



Bass Ale

The official Brew of the R90s Club