

Wind Noise

Volume 1, Issue 1

February 2010

R90S Member Profile

Karl Duffner

Karl Duffner was born in Pforzheim, Germany in 1940. As a young child he remembers the nightly bombing during WWII which eventually leveled the city of Pforzheim and reduced it to rubble. It is because of this experience that he has such an avid interest in WWII and aviation of that era to this day. His family is very fortunate to have survived.

Karl was just a young teenager when his family immigrated to the United States and settled in the Crescentville neighborhood of Philadelphia, PA. Karl enrolled in one of the cities public schools where he learned the English language and completed his education. He also attended a three year technical institute plus an apprenticeship to learn the machinist trade. Karl worked his entire career in this trade and at a very high level for various companies. His skills were in high demand; he enjoyed this work and took much pride in it.

Not long after that, Karl was pursuing another interest and that was his love of motorbikes. Motorbikes were everywhere in Europe and the first time he saw one go down the road; he knew he had to have one of his own. Karl often took on a second job working 12 to 14 hours a day as a machinist so he would have the



Karl on the right being presented a trophy of appreciation

extra income to support this quickly growing passion.

52 years and some 700,000 miles later, Karl's interest in riding has not waned one bit. He purchased a Whizzer in 1956, which as many of you know, was a bicycle powered with a small gas engine. His first real motorbike was a 1953, 1000cc Ariel Square Four which he purchased in 1957. It was a fairly quick and powerful bike in its day. His father was fine with his decision as long as he carried full insurance which he did and recalls it was fairly expensive back then at his age. He rode the Ariel home from the dealership without ever riding a motorbike before in his

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

Inside This Issue:

- *Membership Update*
- *North Carolina Rendezvous*
- *R90s Rally and new R90s Club website*
- *Tire info w/ John Yee*



Member Profile cont.

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life. This was no beginner's bike but Karl seemed to manage just fine.

His interest quickly turned to BMW and Karl purchased a very rare and sporty 1954 R68. Then he bought a stunning 1960 BSA Goldstar, which he then sold two years later to purchase a new 1962 Harley Davidson CH Sportster. He proudly transported the Sportster to England on the Queen Mary and the Queen Elizabeth Ocean liners so he would have a nice set of wheels when attending the Isle of Man TT races in 1964 and on two other occasions in the seventies. The legendary Michael Hailwood even sat on this bike, just wanting to get a feel for it. One of Karl's bigger regrets was not capturing that moment with a photograph. How precious would that have been?

In 1970 Karl discovered a very low mileage R75/5 at Stan's BMW in Danboro, PA and quickly negotiated a purchase agreement. This was the first year for the new slash five series, but Karl was always looking to improve on the factory design, so not long afterwards, he quickly transformed his latest bike into a café style racer, sporting low bars, custom solo seat and an 8 ½ gallon Heinrich fuel tank. The R75/5 was a fun and reliable bike, but in 1974 BMW unveiled their latest flagship; the sporty and very flashy Silver Smoked R90S. It became an instant classic, creating quite a stir and Karl had to have one. Sadly the R75/5 was sold to help finance the R90S and to make room in the garage.

Karl was very impressed with the R90S: its smooth and powerful engine and the superior braking of the dual front discs not to mention its good looks. The German's have a saying "form follows function, and this bike is no compromise, it has it all. The "form" is every bit as advanced as the "function". This newly purchased R90S soon became Karl's everyday rider as well as his favorite touring bike. But Karl was not one to let well enough alone. The R90S was also soon dis-



playing a 13 gallon Heinrich tank, solo saddle, monster auxiliary lighting and was slowly transformed into a one of a kind, never before seen sport touring machine that was eating up the miles so fast he had trouble keeping tires on it.

This bike has traversed this entire country and Canada over the years; it is still part of Karl's collection and presently has 361,000 trouble free miles on the clock. Well, relatively trouble free. What a testament to the design and engineering that went into these wonderful machines.

In subsequent years, Karl's collection of fine motorbikes steadily increased with the additions of a 1954 R51/3 BMW, a 1959 Harley Davidson FL Duo-Glide Panhead, another 1960 BSA Goldstar Clubman DBD34 and three unique Honda Rebels, used primarily for lady friends and special guests visiting from Germany. The R51/3 was later sold to finance the second BSA Goldstar.

All of these motorbikes are flawless and have been restored to near perfection with the unique personalized touch that they receive during the transformation process. Karl pays a lot of attention to detail when building a bike. Some details are so small and go unnoticed at first, others are very obvious and cannot be

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Member Profile cont.

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missed, but every bike is special in one way or another and has been appropriately recognized in various magazines along with enough plaques and trophies to cover a 40 foot mantel.

The award Karl is most proud of was at the 1999 Reinbeck International Vintage Bike Show, where he had to compete against the well known big shots who had unlimited funds and resources. Somehow, he still managed to bring home the Best of Show award! One other thing, Karl takes much pride in the fact that these bikes are ALL ridden regularly. NO trailer queens in his stable!

Amazingly, last year Karl received a phone call from the fellow who purchased his 1970 R75/5 back in 1974. He told Karl the bike had been stored in his basement for the last 28 years and wanted to know if Karl had an interest in buying his bike back. Well, the offer was very tempting and after thinking it over for a few months Karl decided to buy back his R75/5. After all, it was still sporting the original Heinrich tank and solo saddle and still had Karl's maintenance records taped to the underside of the seat displaying the date of his last oil change back in 1974; just incredible!

Nearly one year was patiently devoted to restoring this bike and as usual he out did himself again, going well beyond the level of most riders/restorers. The finished product is something special, stunning in appearance as well as performance. Karl rode this bike to Watkins Glen this year for the Annual Finger Lakes Rally and came home with a Best in Class as well as Best of Show award. Not too bad I would say.

Some of Karl's more notable riding trips over the years include three trips to The Isle of Man. His first trip was in 1964, then two more times across the Atlantic in the seventies, annual summer excursions to the fatherland to visit with relatives and ride throughout the Alpine and Black Forrest regions (he keeps a bike in Germany for this purpose). He has been rid-

ing to Daytona Bike Week since 1964, Laconia for Bike Week since 1960 and attended the BMW MOA Finger Lakes Rally since 1976 every year with some rare exceptions, (or almost every year). Other trips include Mid-Ohio Vintage Meet, various BSA/ Triumph rallies, many BMW MOA National rallies, trips to Nova Scotia, Newfoundland, The Cabot Trail and two extensive cross country trips. Karl has been known to ride 500 miles round trip just to indulge himself with a teaberry milkshake.....his favorite flavor.

Karl's club affiliations are many they include Te American Motorcycle Association, The R90S Sport Owners Club, The BMW Vintage Club, The BMW Veterans Club, The BMW MOA Club, The Airhead Beemer Club, The BSA Owners Club, The Goldstar Owners Club of UK, three local chapters of The Antique Motorcycle Club of America and The Delaware Valley BMW Riders Club. In most of these clubs Karl has been a member for 30- 50 years.

Respectfully,
Todd
Trumbore



Club Officers

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.

Membership Update by John Yee

As of this printing, we will have (hopefully) 131 club members in good standing if everyone sends in their renewals for 2010. We would like to acknowledge the following new club members:

AHLBORN, WILLIAM: (Bayside, WI) '74 Silver Smoke, vin #4950204 with 31,632 miles & Hepco side cases.

CRAIN, CHRIS: (Fayetteville, NC) '74 Silver Smoke, serial #4950507 with 38,598 miles, no modifications & restored in 1998-1999.

DUDKA, STEVE: (Amsterdam, NY) '75 Daytona Orange, serial #4980844 with 55,121 miles indicated; actual mileage unknown as odometer was broken when I got it, Koni shocks, dual plugged & Omega electronic ignition. '76 Daytona Orange, serial #4990364 with 76,995 miles, Koni shocks & dual plugged.

ROBERTS, DAVID: (Elon, NC) '74 Silver Smoke, vin #4950691 with 21,400 miles. '76 Daytona Or-

ange, serial #4990810 with 21,800 miles.

TOWNE, STEPHEN: (Eliot, ME) '74 Silver Smoke, vin #4950607 with 2,449 miles, all original & original tires. '75 Daytona Orange, vin #4980686 with 7,511 miles & Krauser bags. '75 Daytona Orange, vin #4981553 with 21,144 miles & many modifications, including RS solo seat. '76 Daytona Orange, vin #4990325 with 9,049 miles & Krauser windshield. '76 Silver Smoke, vin #4990791 with 21,068 miles, stock with RS seat **All R90S riders welcome to visit.**

We would like to thank the following club members with their renewals:

JAWORSKI, STAN: (Clarendon Hills, IL) 34,800 miles with oil cooler, San Jose fork brace & top triple clamp, braced rear swing arm, Koni shocks, SS braided brake lines, electronic ignition & Teflon treated pistons.

KASPER, JOHANN: (Clinton Twp, MI)

KEATING, LAURA: (Paradise, TX) Two year renewal plus club donation.

KOSAKA, WAYNE: (Santa Barbara, CA) Club renewal & a very generous donation.

MOORE, JOHN: (Tulsa, OK) '75 D.O. bike: dual plug, electronic ignition, heads modified for unleaded gas, lightened flywheel, billet triple clamp, Telefix fork brace.

Blog site of the '75 build: www.jmooreou.com/blogs

Picture gallery of '74 restoration: www.jmooreou.com/r90s

NACE, GREG: (Chapel Hill, NC) Renewal plus club donation.

RATZEL, KIRK: (Pully, Switzerland) '74 Silver Smoke with a 'bazillion miles & too many modifications to mention. '74 R90S with Swiss flag, red & white.

CLUB MEMBERSHIP RENEWAL

Be advised that if you wish to remain a club member,

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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

**Membership Update by John Yee
cont.**

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now is the time to send in your \$15.00 dues to the club for 2010. As always, any donations are gratefully appreciated and will be acknowledged. Refer to the latest club rosters; if the year posted after your name is 2009, please send in your dues now. If the year after your name is 2010 or higher, you are a member in good standing and no dues are required. Please make your \$15.00 renewal checks out to 'John Yee-Renewal' and mail it to:

**National R90S Sport Owners
c/o John Yee
244 Candia Lane
Cary, NC 27519**

Sale Items: The club has the following fund raising items for sale, with shipping included:

- Embroidered denim long sleeve shirt, small (only 1 avail) \$15.00
- Embroidered orange polo shirt, small (only 1 avail) \$15.00
- Embroidered grey polo shirt, small (only 1 avail) \$15.00
- R90S Gauntlet gloves (2 pairs avail, medium) \$35.00
- R90S Gauntlet gloves (2 pairs avail, large) \$35.00
- BMW R90S Book (1 avail) \$25.00
- BMW Boxer Twins Book (1 avail) \$25.00
- R90S lapel pins \$7.00 each
- Embroidered club patches, orange or smoke \$4.00 ea/ 3 for \$10.00

Embroidered club hats
\$15.00 each

News flash!! Club president, Bill Stevens had a few sets of unsold venturi tubes stashed away in his closet. They were sent to me so if anyone needs a set, they are still \$55.00/pair. We have 10 sets available, once these are gone, they're gone. Get them now for your winter project.

Join the free R90S discussion group with over 900 members world wide, started by club officer, Mac Kirkpatrick. Go to website listed below to register and be part of this very informative and valuable resource for R90S enthusiasts. This discussion group is not affiliated with the National R90S Sport Owners Club but many of the Sport Owners Club are also members of the discussion group.

<http://autos.groups.yahoo.com/group/R90SWORLDNET/>

**REBEL WITH OUT A KUZ EVERYONE
ELSE DOES**

By Bob Herl

Soon after my arrival in S.C. from Ohio during the early spring of 83, a 3" snow prompted Nan to remark.

"That's the first time the R90S has been snowed on."

This was true since I bought it in 1980. As spring wore on things improved, and the prominent discussion at work turned from the snow being my fault, to where shall we go on vacation.

"Where you goin Joe?" "Myrtle Beach."

"Where you goin Tom?" "Myrtle Beach."

"Where you goin Jerry?" "Myrtle Beach"

"Where you goin Jane?" "Myrtle Beach."

"Where you goin Beth?" "Myrtle Beach."

"Where you goin Bertha?" "Myrtle Beach."

And on and on it went. I surmised there must be something special in MB.

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In the spring of 84 much the same took place minus the snow. This year I made plans to go to MB and really enjoy what it is I've been missing all these years. Upon my return I asked the same question as before. What is so special about MB? I can get most of the T shirts in Wal-Mart at half price; the seafood was good but didn't justify the inflated prices. If it's the beach then you'd go to the Outer Banks where the beach is as the Almighty intended, not the way man has screwed it up. I must have missed it. "Why it's the girls!" says the guys at work. Now I've done some traveling in my lifetime, some on vacation, some with my Uncle, (Sam) so I've seen some of this world. Never have I been where there were no girls. With the exception of being at sea in the old Navy, even that's not the same now. So that doesn't wash either.

Then it finally hit me, it's KUZ EVERONE ELSE DOES. How does all this rambling on enter into our R90S lives you ask? Oh, you didn't ask. Well I'll tell you anyway.

If you think about it we are just about 180 degrees from most of these other folks. We do very little KUZ EVERONE ELSE DOES. At least I do. I go to the mountains in the summer, KUZ EVERONE ELSE is at MB and it's cooler, let alone a lot more fun riding. If I go to the beach at all it's in the fall KUZ EVERONE ELSE is in the mountains leaf looking, and it's cooler.

Along the same lines, we ride long distance when EVERONE ELSE is cruisin downtown. We ride to Daytona, when EVERONE ELSE is truckin' or trailerin'. We leave our bikes as quiet as performance will allow. And so on.

Do we ride on the fringe? I think so, not so unlike the original Harley riders, just the other fringe. Next time you ride through Lake Lure don't turn your nose up at the all the old Harley riders that used to line the porch rail when it was Margaritaville, they are a lot more like us than they look.

You don't have to be anti-social, snobbish, egotistical, eccentric, old, odd, weird, or rebellious, to ride a BMW, but I bet any or all of the above will help.

Otherwise we'd do it, just

KUZ EVERONE ELSE DOES

Mac Kirkpatrick hosted the very first R90S Rally at his home in Glenmoore, PA. He has graciously offered to host the 10th and Last at his home again! Preliminary preparations are underway:

Mac's rally info:

Rally date: June 11-13, 2010

Place: 140 Chalfant Rd, Glenmoore, PA, 19343; cell # 610-715-6530, email address: drbeemer@snip.net

I am located about 40 miles west of Philadelphia and about 5 miles from an exit for the Pennsylvania Turnpike (Route 100/Downingtown, the first exit 14 miles west of the Valley Forge exit).

DIRECTIONS: Use a map or GPS to get near us. Then come down Chalfant Rd to the 4th road on the left, turn left onto Curd's Way, by a group of mailboxes. Turn into the first drive on the right, the house is tan with white trim, #140. Park on a side and center stand helper to avoid sinking in the pavement. Your GPS will not get you all the way to my house.

Free camping with showers at my house will be available and there are plenty of local hotels in the area. Do a search for "hotels in ..." for Lionville, Exton, Downingtown; these are towns near us. Please tell me if you will be attending and when you will arrive so we can prepare enough food.

Todd Trumbore will offer a tour of back roads he knows well.

Rob Caso, my R90S resto buddy, and I will offer bad (but free) restoration advice. I also suggest a ride to Rob's house north of us in Boyertown; it is worth a visit (40 minutes away). Lots of model air planes.

John Yee will handle rally awards & bike judging.

Larry Phillips will make and sell T shirts for us.

Rally arrivals will start Friday afternoon, but the main events will be Saturday with departure on Sunday. This is a very laid back rally and you and your R90S (if you bring one) are the entertainment.

If you can find the Jan 2001 issue of the BMW Owners News, a picture of about 30 R90Ss can be seen on the front cover. These bikes were arranged in a large S

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NORTH CAROLINA R90S RENDEZVOUS

By **John Yee**

Treasurer

If you have looked at the Statistics of R90S ownership by state, you'll find that North Carolina is tops with 13 members, even beating out the Golden State of California. On Aug. 29, 2009, six of these members & one guest were able to get together for our first 'rendezvous'. We met at a BMW/Ducati/Triumph dealership in Greensboro, NC on five R90S's & one K bike. Rice Byerly did an excellent job by planning a nice, scenic ride route & scouting out a neat lunch location in Yanceyville, NC. We arrived at the Yancey House, a well kept historic restaurant built in 1807 with great food & even nicer wait staff. After an enjoyable meal & male motorcycle bonding (gals were not excluded, so where were you?), we visited an Amish store & bought a few goodies to take home & then sat around to chat & kick tires before our departure home.

We all had a great time & I encourage others to get the word out with members in your area & try to arrange your own rendezvous. You'll meet new friends & maybe learn more about the R90S.



L to R: Ted Lutz, John Yee, Tim Fallar, Greg Nace, Rice Byerly. Club member, William Warner arrived minutes later on his K bike after photos were taken.



A new R90s website

Member Bill Dudley has done a nice job on our new R90s Club website. Check it out!

<http://r90sclub.dudley.nu>

MOTORCYCLE TIRE PRIMER

By **John Yee**

Treasurer

Nobody likes to get anything used, but of course, vintage classic bikes are the exception, right? What about brand new tires for your bike? **Do you want them new or used?** I will answer the question with this: I would want them new but very slightly used. Huh??? First, let's look at a basic primer on tires.

I knew a tire engineer a few years ago & picked his brain for loads of useful tire information. I was informed that a new tire does not operate at maximum efficiency until you 'scrub' it in & accumulate at least 100 miles on it. It takes a little time for the fresh tire fibers to set in & operate as a cohesive unit. When this breaking in occurs, the carcass will gradually get softer & the rubber becomes more resilient, which will help you with traction & feedback because it's laying down a bigger footprint. You also have to be careful with the size (mainly width) of tires you pick for your bike because as the tire breaks in & gets softer, it will tend to grow in size. When this happens & you are riding at a high rate of speed, the centrifugal force & higher running temperatures will cause the tire to expand even more. If you have minimal clearance between your swingarm & tire sidewall during installation, the sidewall could expand & start to rub on the swingarm with either minor or disastrous results.

Another concern with new tires is the reduced traction & slippery feeling of freshly mounted tires. The tire engineer stated that you should not assume that just by roughening up the tread, will the tire be fully scrubbed in. The edges of the drainage sipes also have to be rounded to increase the load applied to the surface in between the sipes, which was news to me.

Listed here are some important questions with new tires: 1) Does tire slip slow down your aggressiveness? 2) Do your tires still have a wide area of unscuffed tread on either side of center, aka 'chicken strips'? 3) Do these 'chicken strips' define your lean limit angles? If you answered 'yes' to any of the above, you might feel more at ease if you pre-conditioned the tread, to eliminate the slick gloss on the rubber before trying to obliterate the 'chicken strips' to impress your riding buddies.

I put on more miles on my other bikes shod with sport & sport touring tires than on the R90S. These sporting tires are soft enough that they can also be used on an occasional track day so I am familiar with the performance & handling of these tire compounds. A few weeks before the MOA Rally, I mounted a brand new set of K112 & RB2 Continental tires on my R90S. These are the standard, correct looking, vintage touring tires, made more for longevity than outright aggressive style cornering. During the typical ride around the block to check things out, the handling scared the bee-gee-zus out of me. I noticed a more slippery feeling with these tires than the ones on my other bikes. I experimented with some tools to get rid of the shiny, glossy part of the virgin rubber & the following is what I discovered:

1. A Scotchbrite pad will remove the gloss but it didn't break the rubber skin to any significant degree – not acceptable.

2. #120 grit drywall screen used on a drywall sanding block removes the gloss but is too fine to rough up the surface – not acceptable.

3. A rotary brush chucked in a hand drill promises ease of labor but the curved surfaces of the brush & tire made it awkward to do a quick job – not acceptable.

4. #80 grit sandpaper breaks up the tire's surface & it ended up being softer to the touch – good!

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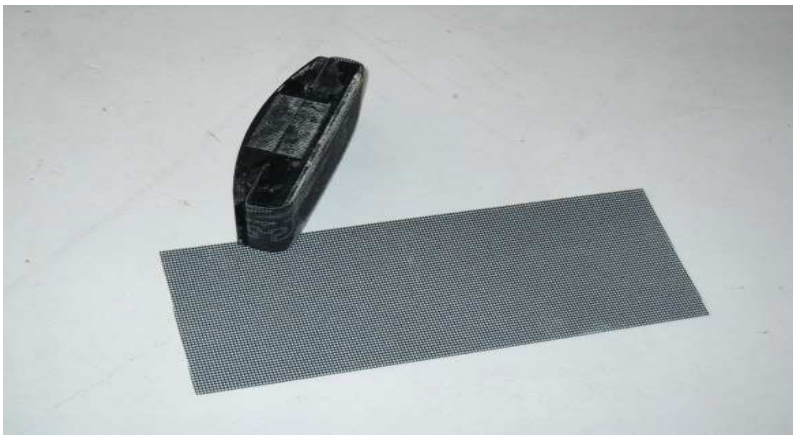
MOTORCYCLE TIRE PRIMER cont.

5. A drywall sanding block can be fitted with #80 or #60 grit sandpaper & gives very good results, works quickly but it does remove some rubber – better!

6. A wire brush has bristles that bend enough to give good contact on the tire & if you brush the tire in a crosshatch pattern, it makes for a nice tacky surface but does not remove any rubber. My favorite! Highly recommended.



Rotary brush – not acceptable.



Drywall sanding block with sandpaper – better.



Wire brush – highly recommended.

MOTORCYCLE TIRE PRIMER cont.

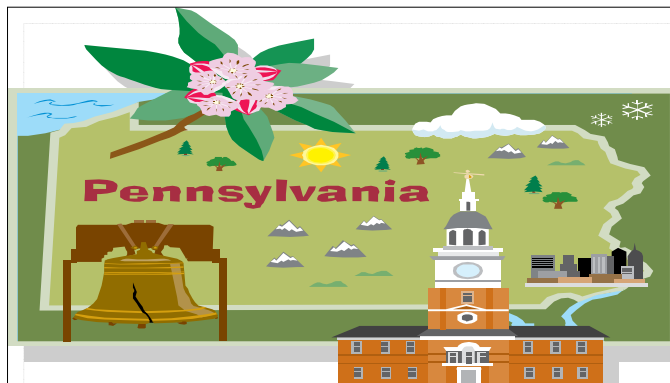


After I reworked my tires using line item #6, they were very confidence inspiring & there was not one sign of slipperiness. Now, back to the third sentence, in bold red; **Do you want them new or used?** From now on, I'll take my tires brand new & make them very lightly used by running over the slippery rubber with a wire brush before riding.

Disclaimer: These are my observations & opinions only. I can't promise you will have the same results. However, use common sense when riding with new tires even after reworking the rubber surface & 'scrubbing' them in. Good riding!

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in my backyard for the First and Last R90S Rally and the picture was taken by my friend Jeff Whitlock of all of us.



It's Your Club! Winter 2010

President's Message: Bill Stevens

Happy New Year!

Let me make it clear to those of you who have paid your dues, become, been or are current members of the R90S Sport Owner's Club; this is not my club. It is not John's club, Rick's, Frank's, or for that matter anyone else's club but yours. The R90S Sport Owner's Club originated as result of volunteer effort by member Ken Claus and his son Ron: aka summer of 1976. From its inception, the club was formed by volunteers who were inspired by BMW opposed cylinder technology, 900 cc hi-compression pistons, bikini fairings, and silver smoke or Daytona orange paint. The R90S is a super-bike by aficionado's standards, a Daytona winner, and still a winner today.

Let's face it we're vintage bike owners because we love bikes. We own, operate, and maintain our bikes because it puts a smile on our faces. We consider vintage bike ownership, maintenance, and related expense as part of the territory. What's better than a weekend spent at a rally, a swap meet, a road run, or regional club meeting?

Club value-are you getting yours? Has your membership waned as result of less perceived value? Have club officer's lost their vision, their determination to see our club through? Are the same persons who contribute most often tired for lack of member participation? I think not. This is your club. As President, my goal is to bring additional value to its members, to increase club activities, involvement, and to improve interaction within the vintage motorcycle community.

I propose the R90S Sport Owner's Club petition and apply to become an International charter club of the AMCA (Antique Motorcycle Club of America). Why? To begin with, the AMCA offers members great value. The AMCA is a not-for-profit corporation. The club is open to anyone with an interest in antique/vintage motorcycles, regardless of marquee. Membership includes the club's hi-quality quarterly publication, The Antique Motorcycle®. Each issue is loaded with information to include motorcycle part vendors, repair and restoration tips, event information, and a free classified ad section that reaches bike owners and buyers globally.

Yes, the primary focus of AMCA members has for years been American Iron. Have you got a problem with American Iron? I personally would love to have a 36' Indian Chief in my stable-very nostalgic bikes, from a great era in our country.

The club welcomes participation from vintage members regardless of brand. There is a growing percentage of member participation with British, German, Italian, and Japanese bikes to name a few.

Most of us have more than one marquee in the stable. I view our club's involvement with the AMCA an opportunity to invoke awareness for what is and will always be BMW's first and foremost super bike. The AMCA sponsors numerous national events each year,

not to mention regional club activities. Each rally provides an opportunity for gear-heads to get together to show and ride their bikes, swap parts, learn from others, and to tell lies!

As a charter club, the R90S Sport Owner's Club will receive blanket liability insurance for club rides and activities. Insurance is a necessity we cannot live without. Our club must operate legally, as a not-for-profit club, with a board of directors, officers, incorporated in a state of the USA. All of these changes are now in process. We are legally required to file an annual tax return if we collect dues from members. Yes, the monies you send John Yee for membership renewal in 2010 need be recorded and reported. The AMCA files a consolidated annual tax return on behalf of all charter clubs. Your membership dues will now be going to a credible organization-an organization accountable not only to the IRS, but you the membership.

Annual family membership to the AMCA is \$30.00 per year. Your membership with the R90S Sport Owner's Club is \$15.00 per year. If you are a current AMCA member in good standing and are renewing your membership with the R90S Sport Owner's Club, please email me your AMCA membership number. I will include your name as a charter member of the club.

If you would like to join the AMCA as an R90S charter member, please fill out the attached AMCA New Membership application and return it to me with a check in the amount of \$30.00 payable to AMCA. I will consolidate the membership applications and include your name on our charter application. The current R90S officer's have all agreed to support charter membership. Please contact me at wcstevens@lfsinc.com if you have questions, or call me directly at 360 961-2346. My mailing address is: Bill Stevens, c/o LFS Inc, 851 Coho Way, Bellingham, WA 98225.

The R90S Sport Owner's Club has recently hired an independent web designer to create a new R90S club website. With volunteer assistance from current club member Bill Dudley we will have a new informative web site up and running in spring of 2010. There are numerous details to be worked out, but one can look forward to our presence on the world-wide web very soon. There will be an opportunity for members to post articles, provide ride and event reviews, and a classified ad section for buy, sell or trade. The web site will act as a temporary replacement for this, our club newsletter.

Rick Griffith, our previous President, is stepping down from his position as newsletter editor to act as Technical advisor for the club. Rick has been a solid contributor to the club for many years. His 74' 90S is an original owner bike-his pride and joy. We'll miss his editorial expertise. ***With that said, is there anyone out there willing to help organize and publish a quarterly or semi-monthly club newsletter?*** It's your club, and it takes volunteers to keep it running. Contact me, Rick, or John if you are willing.

Included in this newsletter is member profile of Karl Duffner written by Todd Trumbore. Todd's article is tribute to a true vintage bike aficionado. Karl is battling cancer. In addition to Karl, friends and R90S owner's Norm Delezenne, Dieter Schick, and Michael Bried are faced with similar diagnosis. There may be others I am unaware of. If there is

anything you can do today, do one thing: make a wish for these fraternity brothers to regain their strength and health. Please pray for these and others facing battles much greater than ours. In God we trust. Shiny side up always!

See you on the road in 2010!

Regards,
Bill