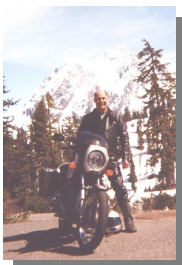


## Winter Solstice Bill Stevens— President



December 21<sup>st</sup>. Winter begins in the northern hemisphere. Rick Griffith sits captive in

Detroit with his R90S flat twin stable mate looking out on frozen ground. Frank Cachia taunts members of



the club from Australia over the internet by preparing his beloved “Katie” for a run on the famous Black Spur. Worlds apart, both men celebrate the first day of the solstice, one with Silver Smoke, the other Daytona Orange.

As for me, I prepared for the solstice by riding my R1100S Boxer Cup Prep to a meeting of the north Puget Sound chapter of the Vintage Motorcycle Club. The VME is an eclectic group of enthusiasts who like Rick and Frank are always looking for an excuse to ride, work, and play with motorcycles. Upon arrival to the meeting, I was immediately reminded that this was a vintage club. Terry Barber quickly scolded me for using an electric vest under my leather jacket. “This is a vintage club; you are supposed to freeze your ass off in this weather!” Terry owns several pristine bikes to include an Ariel Square 4, a classic black

Vincent, and a T120 Triumph. I surmise that Triumph failed to see the rationale of adding a 12 volt socket to their list of standard equipment in the mid 60’s.

From this day forward, the sun accelerates northward as the earth rolls on its axis. Reminds me of rolling on the throttle after setting up for a turn on the “S”. Despite the difference of nearly 30 years, the newer R1100S shares many of the handling characteristics of its matriarch R90S. Both bikes appreciate upright braking and smooth acceleration through the turns. I have taken the opportunity to enclose technical specifications and owner comments in the following pages for both bikes. Interestingly enough, and regardless of age, the winter maintenance lists for both bikes share common ground.

Speaking of lists, it appears that the year ahead will be filled with many club activities from east coast to west. If you are reading this newsletter and have yet to send John Yee your membership dues, now is the time to do so. Membership has its privileges.

Please mark your calendars to join other club members at the following events:

**April 9-10** San Jose Fairgrounds, San Jose, CA

Norcal British Motorcycle clubs sponsor All-British weekend & swap meet. Swap meet, Saturday April 9<sup>th</sup>, followed by a classic bike ride Sunday, April 10<sup>th</sup>.

**April 9** Santa Cruz, CA

5<sup>th</sup> Annual Surf City Tech Day @ R90S club member, Darryl Richman’s home overlooking the blue Pacific. For additional information check out Darryl’s website @ <http://darryl.crafty-fox.com>

**April 23** Skagit Fairgrounds, Mt. Vernon, WA

2<sup>nd</sup> Annual Vintage Motorcycle Enthusiast’s Swap Meet. An R90S Sport Owners Club sponsored event. Tables and booth space provided to club members. Buy, sell or trade parts. Display your bike. Show precedes the 20<sup>th</sup> Annual Show ‘N’ Shine in Tswwassen, B.C., April 24<sup>th</sup>. See enclosed information. Contact me personally for additional information. Work Tel. (360) 734-3336

**July 15-17** Lexington, Ohio

AMA Vintage Days. All model vintage rally. R90S Club ride and member activities.

**July 21-24** Lima, Ohio

BMW MOA International

(Continued on page 2)



### Special points of interest:

- More Great deals from San Jose BMW!
- Bill Stevens gives us his take on his new Boxer Cup R1100s
- Mik Herman and Randy Lum get to experience Laguna Seca from the best vantage point
- Stripped Thread Repair
- 6th and Last dates all set
- Membership Update with John Yee
- Dues are Due! See Membership Application on back page

### Inside this issue:

Winter Solstice	1
San Jose special parts	2
Vintage Motorcycle Swap Meet	4
Mik Herman and Randy Lum take on Laguna Seca	6
Owner Perspective R90s vs. R1100s	8
All British Weekend	10
Membership Application	14

## Winter Solstice

# SAN JOSE BMW



(Continued from page 1)

Rally. R90S Club ride, vintage display, and member activities.

**September 16-18** Jamestown, NY  
(Western New York State)

**6<sup>th</sup> Annual "Last R90S Rally"**, hosted by Tony and June Lilley. Door prizes, two evening meals, Saturday day ride, tech events, bike judging, and more! Motels in the area. Space for tent camping and bike parking. Contact:

[jalilley@madbbs.com](mailto:jalilley@madbbs.com)

I look forward to meeting fellow club members at the Vintage Days rally in Lexington. Rumor has it that Rick Griffith will supply me with his R75/5 and accompany me for the ride to Lexington from Detroit on his R90S. I know the club will be well represented at both Vintage Days and the MOA rally.

There is talk of a 3<sup>rd</sup> Annual R90S West Coast Rendezvous (WCR) during the month of August in the central valley of California. Details and dates will be announced soon. The event will feature a local vineyard tour by Zin aficionados John Gallagher and Mik Llama Herman.

As the winter months pass us by, there is no better time than the present to prepare your bike for the coming riding season. My GSPD riding buddy "Big Guy" Mike, showed me a great way to keep track of maintenance on multiple bikes. I purchased a 24" X 30" dry erase board from an office supply outlet. I listed the various maintenance requirements such as oil & filter changes, battery service, spline lube, brake fluid changes etc. on the top of the board, and the individual bikes down the side. I drew cross hatch lines to form boxes and now note the date in each box after the maintenance is performed. The board forms a great visual reference and helps me plan my shop activities. I

also hang a 3" X 5" note card on each bike's throttle control denoting any parts required to complete the tasks at hand. It is funny how one's appetite for riding is easily fulfilled by winter wrenching.

[http://www.ascycles.com/service\\_schedules.aspx](http://www.ascycles.com/service_schedules.aspx)

In case you missed the recent group club purchase program of C&C performance parts from San Jose BMW, I would like to announce another opportunity to receive a discount of 25% on San Jose fork braces, triple billet clamp, and Cool Covers. Club members need to forward me their orders along with payment in full. Part numbers and prices are listed in the tech-pages of the newsletter. In addition, San Jose recently offered to supply the club with sets of lightened wrist pins. I have ordered an initial 10 sets. Details and prices are forthcoming. I would like to encourage club members to thank the staff at San Jose BMW for their support and service.


For those of you who like to wear the R90S badge close to the skin, we will be offering a new embroidered club hat. The artwork was graciously supplied by Kirk Ratzel our European Club President. It mirrors the image Kirk used while making the windscreen decals. The same image can be applied to polo shirts and sweatshirts if there is member interest. The perfect match for your embossed R90S riding gloves!

On behalf of the officer's, I would like to once again thank everyone who makes up the membership of our club. We appreciate your support and participation in rally's, in offering advice to fellow owners in our chat room, and most of all for preserving and riding your R90S. As the world turns, there is no better ride. See you on the road!

# T

he following **San Jose BMW** items are available to club members on a group purchase basis. Take advantage of semi-annual savings of 25% on orders placed by March 1<sup>st</sup>, 2005. Prices listed do not include shipping charges.

**Billet Triple Clamp** List \$ 119.95  
Club \$ 89.96  
Part # 31426

**Tubular Fork Brace**  
 List \$ 169.95  
Club \$ 127.46  
Part # 125-B7

**Cool Valve Covers (set)** List \$ 179.95  
Club \$ 134.96  
Part # 1124-2



Please include \$ 10.00 per item to cover freight and handling charges. All orders will be consolidated and shipped via UPS insured.

Please mail your orders complete with return shipping address and payment in full to:

Bill Stevens  
c/o LFS INC  
851 Coho Way,  
Bellingham, WA 98225  
Tel (360) 734-3336  
[wcestevens@lfsinc.com](mailto:wcestevens@lfsinc.com)

## Strip the Thread, Kill the Head by Rick Griffith

These BMW's—Marvelous machines. Year in and year out they take us where we want to go. Minimal maintenance is needed to keep a Boxer doing what it does best, purring all day long.

In the fall we change the oil and swap out the points, and in the spring the process starts all over again.

The years go by and even though we've administered the most careful consideration when working on our prize, things wear out.

Shocks sag, rubber deteriorates, cables fray and yes, threads strip. And if you're real lucky, it will be the spark plug threads.

Not to worry though, all is not lost. An expensive R90s head need not be scrapped, despite all the in-explicable phrases you mutter as that spark plug wrench moves with an easy twist right about the point when you're reaching full torque!

So as careful as I've been for the last 26 years, that easy twist when I was expecting a stop gave me a queasy feeling just the same.

After removing the plug, I could see that most of the threads were barely there. At least compared to the right side.

As the bike had ran perfect all summer long, I really wasn't in the mood to pull the head. Years of riding Harley's always taught me "if it ain't broke don't fix it", and that axiom always worked well with my BMW's since.

But everyone I talked to recommended pulling the head. I've had the heads off a number of times, no big deal and it's an easy enough job, so I dug right into it.

After removing the exhaust, the Dellorto and the rocker arms, the head was in my hands in about an hour.

Try doing that with your modern day ANYTHING!

A quick trip to my local Machine shop put a nice little Heli-Coil kit in my hands.



This \$35 kit contains everything you need to expertly repair the stripped thread. You'll need the M14 x 1.25 size which is a 14mm thread, 1.25 pitch.

You first need to tap out the existing threads with the supplied tap.



Once the hole is tapped out, one of the three special inserts is installed. Be sure to follow the instructions, telling you to apply a sealant. In this case I used Permatex, but I've known guys who swear by JB Weld. Check your local chat room for the latest "Correct" procedure.

I used the longest insert supplied which is equal to the length of threads on the spark plug itself.



The insert is threaded into the previously tapped hole all the way until it is flush with the top. Note the exposed "diamonds". These are oriented towards the top when installing. You'll know why in a minute.



Once the insert is threaded all the way in, the supplied drift tool is used to flare over the top and "press" the diamonds into the head, which holds the insert in place. A hammer is used. The instructions say to lightly tap the drift. I noticed I needed a bit more than that to prevent the insert from unwinding when removing the spark plug.

HAPPY RIDING!





# **VINTAGE MOTORCYCLE SWAP MEET**

## **MOUNT VERNON, WA**

### **VINTAGE MOTORCYCLES/PARTS/REPRODUCTIONS**

Saturday, April 23, 2005

## **Skagit County Fairgrounds**

Exit I-5(#225) at Anderson Road and Follow Signs to Fair Grounds

OPEN TO THE PUBLIC 8 am to 3 pm (Most stuff is sold by 11am)

**Event Vendor Stall Rental Fee: 10'x10' at \$20.00 ea or 10'x20' at \$30 each or bike stall at \$10 per bike. Opens to vendors at 6:00am.**

**All booths are inside pavilion. Stall reservations and fees must be received prior to April 9, 2004. One Day Only. Free Admission. Free Parking. Food Service will be available on site. Last minute space reservations sold at \$10 premium as available. Application on reverse side of this flyer. Make checks payable to**

**VME.**  
Information:

**Information: Daytime (9am to 3pm) call Gary at 360 675-8204. Evenings (3pm to 9pm) call Terry at 360 293-6480.**

**E-mail: [nsyme@att.net](mailto:nsyme@att.net) Fax: 360 299-0500**

**Camping Reservations: Call Fairgrounds Office 360 336-9453 (8:30 to 4:30)**

### **Mail Reservation Application To:**

**Vintage Motorcycle Enthusiasts Club, c/o Terry D. Barber, 6813 San Juan Hill Lane, Anacortes, WA 98221. Application on reverse side.**

*The VME Swap Meet will be held concurrent with the 24<sup>th</sup> annual Mt Vernon Automotive Swap Meet sponsored by the North Cascade Street Rod Association featuring vintage cars/trucks/parts/accessories. This event fills the fair grounds.*

*See application form on next page*



### VME Vintage MC Swap Meet Application

**VME, c/o Terry D. Barber, 6813 San Juan Hill Lane, Anacortes, WA 98221**  
E-mail [nsvme@att.net](mailto:nsvme@att.net), Fax 360 299-0500

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone \_\_\_\_\_

Fax \_\_\_\_\_

E-mail Address \_\_\_\_\_

May we post your name in our vendor promotion? \_\_\_\_\_

\_\_\_\_\_ 10'x10' spaces at \$20 each for total cost \$ \_\_\_\_\_

\_\_\_\_\_ 10'x20' spaces at \$30 each for total cost \$ \_\_\_\_\_

\_\_\_\_\_ Bike stalls at \$10 per bike for total cost \$ \_\_\_\_\_

TOTAL of Fees enclosed ----- US\$ \_\_\_\_\_

**Make checks payable to VME and send to above address. Vendors are required to comply with Skagit County Fair Grounds rules. No pets are allowed inside buildings.**

**I/we hereby agree as a condition of my participation in the VME Swap Meet on April 23, 2005 that I will be responsible for my own actions and those of minors in attendance with me, and release, indemnify and hold harmless all VME members, officers, agents and other participants from any and all claims, demands, losses, injuries, expenses, or other liability of any kind arising out of my/our participation in this event.**

Signed \_\_\_\_\_ Date \_\_\_\_\_



### BMW R90S CONQUERS LAGUNA SECA! By Mik Herman



The biggest motorcycle racing event of 2005, the international MotoGP, will be held at the world famous Laguna Seca Raceway in Monterey, California in July. As of today, however Randy Lum and I can boast that we have a 10-lap lead on Valentino Rossi. In November 2004, we vintage riders conquered the legendary Laguna Seca track on our classic and legendary, if not quite vintage, BMW R90S bikes.

In the fall of 2003, Randy announced at the R90S Yahoo! Group that there was an opportunity to ride ten laps at Laguna Seca for \$75. The California vintage motorcycle racing organization Vintage Motorcycle Racing Association (Vmoto) sponsored the event. A "no brainer" for some of us California R90S riders! Unfortunately, the 2003 ride sold out before any of us could register for it.

Randy again announced the Laguna Seca V-moto event in October 2004. Thanks to Randy's announcement, we had plenty of time to register. I did not hesitate getting in on the action this time. (The event sold out soon after Randy and I registered). I got in a lot of R90S riding in 2004, and a first-time track experience at a great track like Laguna Seca-was the

perfect way to blast out of 2004.

Vmoto arranges a 10-lap "Regularity Ride" for streetbikes of 1974 or older vintages at its vintage races. (The 1975 and 1976 R90S models are "grandfathered in" to qualify for the Regularity Ride because the R90S was introduced as a 1974 model). The Regularity Ride is not a direct competition among racing riders. The winner of the



Mik is all smiles after his 10 laps!

Regularity Ride is the rider who has the three most consistent lap times. There is no restriction against riding flat-out, however, and I was to find on the track that rule against passing on curves was ignored!

The 2004 Vmoto vintage races at Laguna Seca was a two-day event, Monday November 22 and Tuesday November 23. Our Regularity Ride was scheduled for Monday at noon. Randy drove up from Santa Barbara trailering his Daytona Orange 1975 R90S and Yamaha FZ1 to meet me at our hotel Sunday afternoon. The FZ1 would be put into service as

Randy's ride for the Reg Pridmore CLASS session on Wednesday at Laguna Seca. I rode down my Altamont Black 1974 R90S from the Bay Area through the Santa Cruz mountains to the coast. My S was running smoothly, I had just had a Dyna III ignition installed in it and I was pumped up!

Monday morning greeted us with clear blue sky, but was brisk. The temperature warmed up quickly and was about 70 degrees by noon. We couldn't have asked for better conditions. We hung around the paddock all morning, checking out the vintage Brit, Italian and Japanese bikes. Vintage cars were also running. Would you believe a Mercedes Benz 300SL racing club? I've a photo of a track-ready Gullwing with taped up head-



Randy Lum

lamps to prove it!

Our S's and us passed tech inspection, and we were called up for the Regulation Ride shortly after Noon. I was a little apprehensive about my noisy

(for a BMW) peashooter Norton style sport mufflers. I amused myself introducing my S, a boxer with peashooters, as a "Box-ton". There is a 92 db noise re-

(Continued on page 7)

## Carlton Crown Lager, the official Beer of the R90s Sport Owners Club



Crown Lager was named in honor of Queen Elizabeth II and was originally sold as an acceptable alternative to drinking wine in restaurants. It remains the leading premium beer in the country accounting for 33% of the premium beer market. Although premium beers still only account for 6% of Australia's total beer consumption, this figure still represents a significant income for the Australian brewers who produce the 1.8 billion liters of beer consumed in the country each year. And as the margins on premium beers are significantly higher than the mass market brands Carlton Crown Lager is an important beer to Carton United Breweries (CUB).

(Continued from page 6)

striction at Laguna Seca (waived for the Big Time events), and vehicles are monitored at turn 8. Two black flags and you're sent home.

We lined up for the run. I was on the pole, just because I'm pushy. The Monarchs had migrated from Pacific Grove to



the pit of my stomach. Randy's too, as he admitted to me later. We waited an interminable spell as a car from the previous race was towed from a turn. Suddenly, the track was ready for us, the flag came down and we were off.

Laguna Seca is a wonderful, classic track of 11 turns and varying elevation. After a couple of laps, I was surprised at just how fast one could go. The track layout and conditions are not deceptive, it's really up to the rider to know his limits.

Of course, the most intimidating section was the Corkscrew. The Corkscrew is a somewhat steep descent through an S of tight curves. I took it easy through the Corkscrew, especially the first several laps. I was relieved and amused, even on the first lap, how much fun the Corkscrew was. But, no matter how I lined up, I always found myself much closer to the shoulder than intended approaching the



Corkscrew's exit.

There were a variety of Regularity Ride bikes. There was a plethora of 60's and

70's Honda CB160's (I think our R90S's were the biggest displacement bikes ever to run at a V-moto event). Those little scooters could scoot around the turns! But I'd quickly catch up on the straights, and after a couple of laps I was holding my own on the corners. Randy shot past me around turn 3 on the third lap and never looked back.

It was all over after 10 laps, a half-hour or so. And that half-hour did not just flash by. I was happily, no ecstatically exhausted. We celebrated with beers in the paddock, and that evening celebrated again with excellent seafood and wine at Passionfish restaurant in Pacific Grove.

By the way, a Triumph triple won the Regularity Ride.

I joined V-moto as a Regularity Ride Member, and I'm looking forward to the 2005 events. Unfortunately, Laguna Seca is not on the schedule this year. In addition to the V-moto events, I'm keeping an eye out for track days for my R90S and me, and you should too for you and yours. A roadracing track allows one to get the most out of himself and his machine, no gravel, no wash or other backroads obstacles, just pure speed pavement. 10 laps on a track like Laguna Seca will burn a wide grin on your face for weeks.

Vmoto website: <http://vintagemoto.com/>

Vmoto Laguna Seca Wrapup: [http://vintagemoto.com/events/laguna\\_04/laguna.html](http://vintagemoto.com/events/laguna_04/laguna.html)



## R90s 6th and Last All set

**Western New York:**  
September 16-18, 2005

Event name:  
"Sixth & Last  
R90s Rally"



Sponsoring  
Club: National R90s  
Sport Owners,  
BMW MOA Charter #67

Event Info: A gathering of owners, riders and lovers of the beloved 1974-75-76 BMW

R90s, to be held in Jamestown, NY. Pre-registration of \$10 prior to Sept. 1, \$15 at the gate. Includes two evening meals, Friday night chili and Saturday night spaghetti dinner. Saturday day ride, R90s tech. events, bike judging, campfire, etc. Motels in the area.

Space for tent camping and bike parking. Sorry, no RV parking available at rally site. All other BMW and 'X' bikes welcome.

Contact: **Tony and June Lilley**, 579 Orchard Rd.,

Jamestown, NY 14701 Tele: (716) 487-9809, E-mail:

[jalilley@madbbs.com](mailto:jalilley@madbbs.com)

Make out pre-registration checks to: 'John Yee-2005

Rally,' and mail to: John Yee, c/o Madern USA, 2445

Reliance Ave., Apex, N.C. 27539



# OWNER PERSPECTIVE

## R90S vs R1100S Boxer Cup Prep by Bill Stevens

General Specifications:	R90S	R1100S
Model Years Produced	1974-1976	2001-2003
Engine	900 cc twin	1085 cc twin
Valvetrain	Pushrod 2V	Cam in head, 4 valve
Horsepower	67 @ 7000 rpm	98 @ 7500 rpm
Compression Ratio	9.5:1	11.3:1
Transmission	5 Speed	6 speed
Wheelbase	57.5 in.	58.2 in.
Seat Height	30.5 in.	31.5 in
Fuel System	Dell'Orto's	Electronic Injection
Fuel Tank Capacity	6.3 Gals.	4.75 Gals.
Brakes: Front	Dual 2 Piston Disc 260 mm	Dual 4 Piston Disc 320 mm
Brakes: Rear	Drum 200 mm	Dual 2 Piston 285 mm
Suspension: Front	Twin tube sliders	Telelever
Suspension : Rear	Twin Shock	Paralever
Dry Weight	452 lbs.	485 lbs.
Top Speed	Over 125 mph	Over 140
Color	TT Silver Smoke Daytona Orange	Titan Silver Metallic



2 bikes. 25 years apart. Same pedigree, same “S” designation. The R90S was offered in 74-76’ as “supple, fast, handsome, comfortable, quiet and expensive.” In 2001, BMW offered the Boxer Cup Prep as a stripped Silver Metallic version of their R1100S. The bike offered “blistering, out of this world performance.”

My 02’ R1100S Boxer Cup Prep was delivered to me by San Jose BMW this past summer. The bike was purchased used, through a private party, then tuned and equipped with a Stage 1 performance package. The performance kit included an improved air intake duct; K&N air filter assembly, Power Commander module/chip, and Remus performance/race exhaust. The performance package yields a 10% increase in horsepower and slight torque increase from stock configuration and a significant reduction in weight as a result of losing the BMW cat box.

In contrast, all 3 of my R90S bikes have K&N filters, drilled stock or aftermarket Epcos exhaust, and modern hardened valve & seat configuration, valve porting, with or without dual plugs. My bikes are equipped with performance aftermarket accessories to include San Jose triple clamps & fork braces, Progressive fork springs, Koni rear shocks, and Dyna electronic ignitions and coils. No, they are not the least bit interested in winning Concourse competition; they are more interested in the ride!

Both models are flat twin opposed configurations. The earlier R90S is a 2-valve air cooled pushrod motor (airhead) versus the 4 valve cam in head oil/air cooled motor (oilhead) of the R1100S. The R1100S is cloaked by surrounding plastic bodywork that forms an aerodynamic shell. Frankly, I prefer naked bikes. The body panels are a pain in the ass to remove. The R90S is accessible from all angles. The plastic

(Continued on page 9)





# XVIII Annual Clubman's All British Weekend

## Honoring Pre-Unit Triumph

ORGANIZED BY THE BSA OWNERS CLUB OF NORTHERN CALIFORNIA

WITH THE SUPPORT OF THE ARIEL, AJS/MATCHLESS, GREEVES, ROYAL ENFIELD, RUDGE, NORTON, TRIUMPH, VELOCETTE AND

VINCENT OWNERS' CLUBS, THE A.H.R.M.A., AND THE BSA OWNERS CLUB OF SOUTHERN CALIFORNIA

# April 9-10, 2005

Santa Clara County Fairgrounds

San Jose, California

*General admission, \$5*

*SHOW & SWAP MEET Kids 12 & under Free*

- ◆ **Open for setup 6:30 am**
- ◆ **Early-Bird Registration Specials, Show,\$15; Swap Meet, \$35**
- ◆ **Early Bird deadline, March 28, 2005 postmark**
- ◆ **Entry forms:** [www.bsaoenc.org](http://www.bsaoenc.org)
- ◆ *RAFFLE Win a 1962 BSA Star Twin*
- ◆ **Tickets \$1 in advance or at the show**
- ◆ **To order tickets in advance:** [www.bsaoenc.org](http://www.bsaoenc.org)

# 10 AM

*"MORNING AFTER" RIDE*

- ◆ **Organized by The Norton Owners Club**
- ◆ **Departs from Baker's Square Restaurant, Hiways 9&17, Los Gatos**
- ◆ **For more info, contact: Don Danmeier (415) 898-0330**

# 8 AM - 4 PM

*Registration, Directions & Lodging information:*

[www.bsaoenc.org](http://www.bsaoenc.org)

*Or, contact Jim Tomich (415) 749-4682 (Days) or (408) 377-9457 (Eves & Wknds)*



**WIN THIS BIKE!**

## Finally, a New Seat! *Rick Griffith*

It has been said that Hell hath no fury like a BMW rider saddling a 30 year old seat for 50 miles.

In my case, more than true.

My '74 has been running the original seat for the past 31 years now. Same worn out foam and all. Wasn't bad if I was riding to work and back ( short 9 mile trip each way), but throw in a weekend ride to my cottage and that 200 miles would have me storing phone numbers of Chiropractor's along the way just in case!

So I decided to finally do something about it this winter. After talking with many of you, I decided to give the good folks at Sargent Cycle a call. [www.sargentcycle.com/classic.htm](http://www.sargentcycle.com/classic.htm)



Long renowned for their work with newer BWW seats, I heard that they do excellent restorations as well.

They said they could repair the missing post, replace the foam with their new Atomic Super Cell foam as well as tack weld the nuts on the backside so that when the hinges were re-installed, I didn't have to worry about one of the nuts spinning.

Will have to wait until the 6 inches of snow clears, but here's the finished product.



# T

*he R90s Sport Owners Club is an International non profit organization dedicated to the preservation, restoration and overall enjoyment of 1974 thru 1976 R90s Motorcycles.*

*Many of our enthusiastic members feel this bike was the pinnacle of Motorcycle design, function and aesthetic beauty.*

*On our website and in our chat room you will find many members willing to offer advice, recommendations and support designed to keep your bike where it belongs.....**On the Road!***

*Please join us at a rally or better yet, join our organization so you can share your enthusiasm with like minded members. (ed)*

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

And of course,

<http://www.bmw90sownersclub.org/>



## 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**



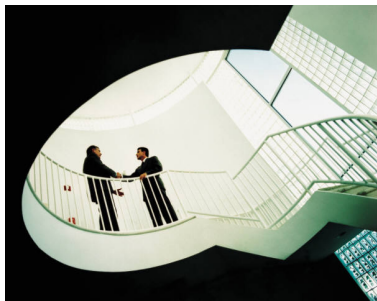
## Membership Update

by John Yee Treasurer/Membership Chairman

As of this printing, we only have 85 club members in good standing for 2005 with 6 of them new members. If you have not renewed your membership, please send in your \$15.00 to support the club.

Checks should be made out to: John Yee-Treasurer. Donations are also accepted & you will be

acknowledged in the next newsletter. Everyone who receives this newsletter will also be getting or has already received a club roster. If 2004 appears in the last column after your name, it means your membership has expired. For those that do not have internet capability, you will be getting hard copies but they will only be in black & white, no pretty colors like the emailed version. If you haven't renewed for 2005, this will be your last newsletter & your name will be deleted from the roster. If you have sold your bike & wish to be dropped, the club thanks you for your past support & we hope you still continue to ride. If there are any changes or errors on the roster, please send me an email & they will be corrected.



It is my pleasure to acknowledge & welcome the following 6 new members for 2005 with their comments:

**BOSSIER, BRYAN:** Woodworth, LA

**FAULKNER, SCOTT:** Burien, WA. 1975 Daytona Orange, serial #4980618 with 43,296 miles. No modifications, perfectly stock, Krauser saddlebags.

**GULLETT, WAYNE:** Lake St Louis, MO. 1974 Red, serial #4071055 with 21,000 miles. Sorry about the red color, hope to repaint it soon. I bought the bike last spring. It had been completely rebuilt by two of the owners of the Lubbock Texas BMW shop & painted by them. The paint is so good – I hate to mess with it.

**HERBERT, PETER:** Tasmania, Australia. 1976 Black & White Café Racer with 300,000 kms, serial #4091004. 1976 Daytona Orange with 102,427 kms, serial #4093249. 1976 Daytona Orange with 51,723 kms, serial #4093675. Photos of all three bikes currently appear in the Photo File of the R90S Yahoo WorldNet site. I also ride a "Plastic Fantastic" 1998 R1100S, a very nice machine. Have now retired from restoration work, turned 66 last November. Café racer build notes on serial #4091004: Alloy Morad flanged rims fitted with Michelin Macadam 100/90 x 18 front & 120/90 x 18 rear tyres. R65 front suspension & triple clamp. Narrow BMW hub (strengthened with 2 x 15 thick spacers), centre axle. Brembo brake calipers (combination R80ST & R100 rear) braided stainless brake lines, 15mm master cylinder mounted on handlebar. Tom-

maselli clip-ons. Tommaselli headlight brackets. Enamel tank & seat badges. /7 three quarter seat. Ducati Monster fairing & screen. Ducati 916/BMW F650 indicators. Alloy rear sets incorporating BMW gear & brake arms. Koni rear shocks, #7610 1298. Replica Conti SS mufflers & SS header pipes. Engine modifications: 336 camshaft, lightened flywheel, heads ported & polished, SS pushrod tubes, Boyer Bransden Micro Digital Ignition, Bosch platinum spark plugs, genuine post '81 deep sump, Malossi 70mm screened alloy bellmouth's on 38mm Dellorto's.

**JACKSON, STEPHEN:** Seneca, S.C.

**MIDDLETON, McIVER:** Gaffney, S.C. 1974 Silver Smoke, serial #4071362 with 49,000 miles & mufflers changed to Dunstall megaphones.

The following are comments that have been received from renewing members.

**DUFFNER, KARL:** 1974 Silver Smoke, serial #4950844. 13 gallon Heinrich tank, 5 liter Fallert magnesium oil pan, San Jose top fork bracket, San Jose fork braces, Telefix fork bridge, braced swing arm, dual plug conversion, Krauser air foil mirrors, 1 Cibie 8" pencil beam, 1 Cibie 8: driving light spread beam, 4 gauge dash, 6 digit odometer & the color went from Black/White back to Silver Smoke, courtesy of Kent Holt. I bought this R90S new in Sept. 1974.

**DUNLAP, MIKE:** 1976 Silver Smoke, serial #4990132. 25,000 miles, bike is being restored.

**LYSTILA, MARLIN:** 1974 Silver Smoke, serial #4950910. 20,250 miles, Windjammer fairing & Corbin seat.

**McARDLE, PHILLIP:** 1975 Daytona Orange, serial #4082581. 45,829 kms, h'bar brake system, Fiam horns, Koni shocks, Boyer-Bransden ignition, conversion back to Dellorto carbs.

**O'KEEFE, ROBERT:** 1975 Silver Smoke, serial #4980046 with 54,510 miles. Electronic ignition, Lester mags (coming off soon), I'm looking for some original wire wheels.

A special thanks to the following members that sent in an extra donation to the club along with their membership renewals: **KARL DUFFNER** from Bristol, PA.; **PETER HALLSTROM** from Farsta, Stockholm, Sweden; **DON PLOCINSKI** from Williamsport, PA.; and **KIRK RATZEL** from Paris, France. Thanks for the support!

### **FUND RAISERS:**

**BMW Boxer Twins book:** Want to save a minimum of \$5.00 on shipping costs & help the club with its fund raising efforts? A new book was released by Whitehorse Press, written by Ian Fallon titled 'BMW Boxer Twins'. The press release goes on to say: "For nearly 80 years, shaft-drive

(Continued on page 13)



(Continued from page 12)

boxer twins have traditionally formed the backbone of the BMW motorcycle lineup. Learn the history of the machine, which for many enthusiasts of the Bavarian marque, was the classic BMW twin, the R90S of 1973-76. Hardbound, 7-3/4" x 10-1/4", 160 pages, black/white/color illustrations." Price: \$29.95.

From the efforts of club President (Bill Stevens) the club purchased this book at a discount. If you were to order this book yourself, the cost would be \$29.95 plus a minimum shipping/handling charge of \$5.00 in the U.S. for a minimum total of \$34.95; for Canada the cost would be \$29.95 plus a minimum of \$7.00 s/h for a minimum total of \$36.96, and to other countries the minimum total cost would be \$39.95. Your club is offering this book to the membership for \$29.95, shipping/handling included in the U.S. For Canada, shipping will be \$2.00 extra for a total of \$31.95 and other countries, shipping will be \$5.00 extra for a total cost of \$34.95. We only have 9 more books available for sale. If you would like a book, please send your check or money order (US funds) to 'John Yee-Treasurer' for \$29.95 if you live in the U.S., \$31.95 for our Canadian friends and \$34.95 for all others.

For those of you that have already purchased the 'BMW Twins' book, two of our Australian R90S club members (**JULIAN BARSON** and **KEN WRIGHT**) have been acknowledged for allowing their machines to be featured in the book. Congratulations to Julian and Ken!

Dellorto Float Bowl Nuts: We still have the hard to find Dellorto float bowl nuts available at \$10.00 each, shipping included.

Patches: We have embroidered club patches in Daytona Orange and Silver Smoke available for sale. The patches are \$4.50 each or \$12.00 for three in any combinations of orange or smoke colors. We also have a limited supply of embroidered patches from the 2003 4<sup>th</sup> & Last Rally. These are discounted to \$1.00 each. Add token amount for shipping.

If you are also purchasing the BMW Boxer Twins book with the patches, shipping for the patches will be included at no extra charge.

R90S Gloves: See description from previous newsletter. They are made from supple Brazilian leather with club logo heat stamped on both RCMP style gauntlets. We have large & extra large sizes in stock, cotton lined for \$60.00, shipping included. We can also order other sizes or they can be custom made for larger/smaller hands with outline tracing of both hands. Club President, Bill Stevens can handle special orders.

Club decals: European President, Kirk Ratzel had a nifty club decal designed and made. Most of you have received a free decal. Extra decals are available for \$2.00 each or 3 decals for \$5.00, shipping included. If by chance I forgot to give you your free decal, drop me a note & I will certainly try to get it

out to you as soon as possible.

### CHANGE OF ADDRESS

For the past 5 months, it has been a combination of being very busy, happy & very sad. I was offered and accepted a 'Senior Systems Project Manager' position in Apex, North Carolina late August. I made the move and left my family back in Troy, Michigan while the house was up for sale. Mid-September my Dad was diagnosed with encephalitis and then it was compounded with Stage Four Lymphoma cancer. My Dad fought it for over 4 months but then passed away on Jan. 8, 2005.

Since the first of this year, my daughter is staying with me in an Extended Stay hotel while attending the last half year of 10<sup>th</sup> grade in N.C. In the meantime I am having a new house built in Cary, N.C. which should be finished by the end of February. While all this was going on, I have also made over a dozen out of state business trips & have spent more time out of the office than in. Therefore, I have been kind of lax & late in getting out new membership material. If you are a new member for 2005, you should have or will be receiving all of last years' newsletters, a club decal, an R90S magnetic phone index & an R90S key fob. You will also be getting an engraved club name tag under separate package. If any new member is missing any of these items, please send me an email & I'll do my best to get the item(s) out to you as quick as possible.

I am using my office as a temporary address until my house is finished. As of now, any club matter should be sent to me at my office at:

John Yee  
c/o Madern USA  
2445 Reliance Ave  
Apex, N.C. 27539

After March 15, 2005, any club matter can be sent to my new address at:

### **National R90S Sport Owners**

c/o John Yee  
244 Candia Lane  
Cary, N.C. 27519

Office email: [J.YEE@MADERNUSA.COM](mailto:J.YEE@MADERNUSA.COM)

Personal email: [DU CJYEE@YAHOO.COM](mailto:DU CJYEE@YAHOO.COM) or

[JOHN-YEE@SBCGLOBAL.NET](mailto:JOHN-YEE@SBCGLOBAL.NET)

# 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

c/o Madern USA

2445 Reliance Ave

Apex, N.C. 27539

\*\*\*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.