

Wind Noise

Volume 4, Issue 5

November 2007

Ephrata

Bill Stevens, President

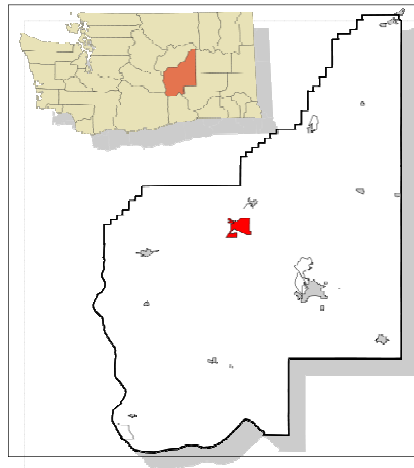


Helping you keep your R90s where it belongs, On the Road!

Years ago my dad, John Stevens, would provide me with a written excuse to skip school on Thursday or Friday to spend a long weekend with he and his ole' army buddy TD Taylor hunting or fishing in Eastern Washington. My mom, Anne Stevens, would load the camper with a smorgasbord selection of pre-cooked meals along with tasty apple pies and other treats for our weekends away. There was always a bottle of Southern Comfort or Old Taylor stored for medicinal purposes best served while sitting around a sage brush fire at the end of a long day.

TD had a big Springer named Pete. Pete was better known as "Covey Buster" for his ability to flush a covey of quail or partridge well outside of gun range. We would hunt the rugged rock strewn hills and sage brush covered draws on the east side of the mighty Columbia near Ephrata and Quincy. The Winchester Wasteway and Potholes Reservoir always drew some good flocks of ducks and geese. One had to be careful to down waterfowl over dry land, as Pete disliked the taste of fowl and would not retrieve any on the water.

This past week, I returned to Ephrata, not in search of fish or game, but with my motorcycle trailer in tow to find hidden treasures at Bill Nasburg's place. Bill had placed a for sale classified ad in the WSBMWR "Shaft" newsletter a '73' R75/5 in very nice original condition. Ever since I rode Rick Griffith's wife Nancy's R75/5 to mid-Ohio several



years ago, I have wanted to own one. This of course was the last year for the /5 with traditional 5" headlight and universal key, better known as the "bone". The brakes up front were drum-the last of their kind as well, and had a reputation for getting your attention riding in the rain!

One never knows what "nice original condition" means. It is in the eye of the beholder. As it turned out, Bill's bike was an unmolested, non-restored 2nd owner original bike with few modifications. The bike was delivered to the original owner in Germany and brought home to eastern Washington following a tour in Europe. A tank cover revealed an original black patina finish with traditional 2 line white pin stripes. The bike, despite having been stored without riding for the past 4

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Special points of interest:

- *President's Message*
- *Our R90s's*
- *Fork Braces and Official R90s hats*
- *8th and Last Rally Recap*
- *Rally Pics*
- *Membership Update with John Yee*
- *Fun with Pushrods*
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Ephrata cont.

2008 R90S West Coast Rendezvous

By Bill Stevens

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years, started with the aid of a new battery and full choke. It ran and sounded just like a BMW should-flawlessly! Eastern Washington is known for its low humidity. As a result, even the original cigar shaped mufflers were intact, free from the usual rust and pitting typical of the era.

Who would have known the dry grass lands of Ephrata that had provided dad; Ted and I so many good weekends would now deliver a motorcycle. I purchased the bike and along with it came numerous boxes of spare Boxer parts, saddle bags, even a Luftmeister 2:1 exhaust! I now have a winter project of cleaning and restoring the bike as well as sorting and categorizing all the parts. One can never have enough winter projects or spares-it a lot like having a bird in the oven.

See you on the road in 2008!



Bill

You are all probably aware that the MOA is planning to stage the 2008 National Rally in Gillette, WY next July. Why Gillette??? God only knows! The Black Hills of South Dakota are not far to the east, the Bighorn Mountains to the west, and of course Cody, WY and the Bear Tooth highway further west and just outside Yellowstone National Park. This is wide open country with many mile posts in between cities or small towns.

I do not suppose there are many club members who will ride their R90S's across the country from east or west to Gillette. Maybe there will be a few, but I suspect most everyone will ride there on something more modern to avoid the complications of taking a 30+ year old motorcycle across the great plains in the middle of the summer.

This leads me to ask the question of trying to organize a West Coast Rendezvous the same year as a "western" national rally. Do we combine events or shoot for a date earlier or later in the year closer to the blue Pacific Ocean???

There is talk here in Washington of the Washington Vintage Motorcyclist's sponsoring a North Cascades rally in June. Fellow R90S club member Darryl Richman always sponsor's an Airhead rally at his place in Santa Cruz, CA at or around tax return time in April.

It looks like there will be plenty of opportunities for our members to get together in the year ahead. If you have a strong preference for location and a willingness to help organize a west coast event, please contact me personally at: wcestevens@lfsinc.com or via telephone: (360) 961-2346. Shiny side up until then.

San Jose Fork Braces Still Available

President Bill Stevens STILL 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



Our R90s's by Bob Herl

How did you decide to join the two wheeled family? As for me, being the devoted (Henpecked) husband that I am, a sailing vacation on Lake Erie was the deciding factor. Water spouts (Mini tornados) scared my wife Nan to the point she wanted to do something more safe. "Let's buy a motorcycle before we get killed out here!!!!"

My first acquisition was a 1968 Harley 250 Sprint. This one ran well when you could get it started, pushing was usually required. We rode a little, learned a lot.

On a rain soaked day returning from Cleveland to Ash-tabula with a friend in his truck. through a Denny's window during lunch I watched a rider park the widest ugliest black motorcycle I'd ever seen. With the rain gear removed he turned into a she, it turned out to be Grace Butcher, a contributor to Rider magazine. Back at work I related this story to a Ducati rider. He said "Oh, that was a BMW, check the magazines under my bench there are some ads and stories about them." After some research they sounded like a good bike.

Some while later a rare ad in the local newspaper said 1971 R60/5 BMW for sale. An unwanted car and a little green got me my first Beemer.

Now we're all set right? Wrong.

The bike ran well when you could get it started, pushing was usually required. Where have I heard this before? A hiss from the left exhaust led me to an exhaust valve with a pencil lead size hole next to the stem. Dropping off the head and \$25.00 (Remember this is 1973.) at the local dealer had everything back to normal, and finally a good running bike that would start.

After 20K the R60 was sold and replaced with a new 1977 R75/7. After the cop who bought the R60, sold it to an Indian Princess I lost track of it. On a Christmas shopping trip I came across a friend who knew a local fella, Dave Scharnberg that wanted to sell his 1975 DO R90S. A phone call later the price was \$2800. See-ins as how I wanted SS instead of DO the price was too high. (Remember this is 1979.) Re-read the shoppin part and add a year. "Dave still has the R90S for sale." A phone call later the price was \$2000 (This is now 1980.) it was 17 degrees in mid-January when I went after her. I found her fast asleep behind a squeaky metal door with

11,077 miles on the clock, we roused her out into 6" of snow, pushed her to the dry street where she came full awake, I rode the long way home to my heated garage where we spent the rest of the winter getting acquainted and starting an affair that's lasted until this day.

With 40K on the R75 it was sold before the move to SC, my DO R90S baby made the trip in a U-Haul with the rest of what few treasures the kids had left us.

After 25+ years and 115K, much of it run in some of this nation's finest twisties, I still love her today just as I did when I first laid eyes on her. As in any long term relationship we've gained some years, scars, and wrinkles together along the way. As I step into the garage she at 32 still looks nearly new to these old tired eyes. She reminds me of the reason someone would buy a Ducati 916, even if you can't ride it much of the time, just having her there to grace the garage is a moving enough experience to justify her space.

I have since upgraded (?) to some newer though used BMW models, a 1988 K75S, and a 1999 R1100S with more youth and even fuel injection, but they are more appliance like needing little in the way of love and affection, reacting coolly if at all to a loving caress. The R90S on the other hand reacts to every adjustment in one way or the other. It's like she's alive and has been waiting each time we ride together.

My wife thinks I'm nuts but I know, we all know, Ya'll know.



Membership Update

John Yee, Treasurer and Membership Chairman

As of this printing, we have 129 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.

I have a few other BMW's but there is nothing like this R90S! Every time I saw one in a book or magazine I knew I had to have one some day – just couldn't stop thinking about them.

Just in case any of you can help me out, this R90S has the original paint & taped pinstripes. However, it looks like the fairing has been repainted (painted pinstripes, not tape). How hard is it going to be to find a '74 Silver Smoke fairing in original, unmolested condition? Gotta believe it will be tough.

The clock has also been replaced & I'd like to get an original back in it, even if it's not working. Any help or information on that will be much appreciated.

I also noticed that although the face of the tach & speedometer are correct for a '74, there is no white circle around them. Do any of you know, or have you seen any of the early '74's without the white circles around the faces? I am not sure what would happen for them not to be there.

Thanks for any advice you can give me.

I am also a bit of a collector of vintage BMW motorcycle memorabilia with a focus on racing items. As you can imagine, good vintage items are very hard to find. It takes a lot of looking, a bit of luck, & some key connections to find the good stuff.

I look forward to being a member of this group & meeting you all. If any of you find yourself in this neck of the woods – Clarksville, Maryland (between Baltimore & Washington) be sure & give me a call & stop by. We can fix up a good meal, take a look at some collectibles & talk about things BMW!

Best Regards,

Jim

301-854-1547

NACE, GREG: Daytona orange, 43K miles, Chapel Hill, NC. (Shamed into joining our club during the 8th & Last Rally!) Greg's comment: "8 years of free-loading from the first "Last" rally to the 8th" & Last Rally!

REMINDER NOTES:

1. 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 dues to me by the end of the year. Thanks!!

2. Any member that wishes to have their information posted on the R90S Anonymous can send or email the info to me & I'll get the list updated. As noted, the information on this list & the club rosters are only for membership use & we do not share any sensitive information on these lists with any third party.

2007 8th & LAST RALLY RESULTS

Door prizes were available from generous donators: 7 hats, 7 t-shirts, 1 pair of work gloves, 1 Battery Tender bobble head, 4 kick stand plates, 1 deck of BMW playing cards, and 2 Suzuki bike detailer sprays. Estimated value: \$175.00

Door prizes available from the club: 1 embroidered

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Membership Update cont.

(Continued from page 4)

hat, 1 club embroidered polo shirt, 1 club embroidered denim shirt, 1 pair R90S gloves, 1 BMW oil filter, 2 club lapel pins, 1 pair of venturi intake tubes, 1 R90S book, and 1 BMW Twins book. Estimated value: \$240.00

Everyone who registered for the rally received a door prize. *(how many other rallies can you say that about? Ed)*

Registered guests: 23 x \$20 each = \$460.00

50/50 Drawing: Brian & Cathy Horais again took half the pot! The club split \$110.00 with them.

New member: Greg Nace \$15.00

Fund Raisers: \$345.00

Total Gate Receipts: \$875.00

Less \$105.00 in camping fees paid for by the club.

Less \$240.00 in club prize donations.

Result: \$530.00 net proceeds for the club.

As of this moment, your club is in the black to the tune of \$1430.67.

For those who missed out buying a club shirt, I have the following stock left on hand:

Denim Long Sleeve:

1-small

2-medium

2-large

Orange Short Sleeve Polo Shirt:

1-small

1-medium

2-large

2-extra large

Smoke Short Sleeve Polo Shirt:

1-small

2-medium

2-extra large

Denim shirts are \$20 plus postage and Polo shirts are \$30 plus postage. Please remit all fund raisers & club renewals to 'John Yee-Treasurer' and mail to:

National R90S Sport Owners Club

c/o John Yee

244 Candia Lane

Cary, NC 27519



R90S Caps

Protect your dome from the harmful rays of the sun when you're not riding. Strut your stuff and attract the opposite sex to join the club or go for a ride!

\$20.00 each, postage paid.

\$35.00 for two, postage paid.

Specify color. Daytona Orange limited to stock on hand!

Send remittance and return mailing address to:

Bill Stevens

6222 N. Frok Road

Deming, WA 98244

8th and Last Recap by Norm Delezenne, Secretary

Well this year we really got a break.....the weather gods smiled upon us and made amends for the terrible weather we had in North Carolina in 2006.

Rick Griffith and I left around 6AM Thursday to make the LONG trip via truck (we trailered the bikes down, I know...) taking almost the entire day. We arrived around 6 PM to find John Yee and a number of our group had already arrived. The Ironhorse Resort looked to be in fine shape. The owners made a number of improvements since last year, including adding more space to the main building for a reception area and gift shop. All in all it's a wonderful place to hold an event like ours, it's just so damn far from Michigan!

Rick and I had already decided (weather permitting) we were going to ride at our rally this year. After last year's torrential rain and fog at high elevation, we were excited to (again) have the opportunity to ride the "Dragon" and the surrounding roads. Remember this area is thought to offer some of the best riding in this part of the country.

Friday after the usual very good breakfast a group of us set out for the day's ride. Rick, Jim Russell, Tim and Patty Fallar, and Brian and Kathy Horais, (total 8 to 10, sorry if I forgot anyone) rode the Dragon at least twice along with a sampling of other local roads. We stopped a few times to take in some of the terrific views and stretch our legs. This was my first time on the Dragon with my S. I had the good fortune to follow Jim Russell who rode at a nice relaxed pace. Most of the Dragon (for me) was ridden in second and third gear. For those of you who haven't ridden, it's like a roller coaster ride of curves, one quickly after another, with 318 curves in 11 miles as the accepted description.

On this day traffic was in my opinion kind of light.



We did see however more than our share of LEO's looking to hand out a civic award to any rider exceeding the speed limit or (rumor had it) crossing over the double yellow in a turn. Constables were in cars and on bikes, both Harleys and a few BMW RTP's. These roads and the scenery are outstanding, especially to someone from southeast Michigan, the land of every road being 90 degrees to every road and basically all flat farmland. Lunch was had at a Bar BQ joint in Robbinsville. This is the same place we stopped last year on the Friday of the Rally weekend. I remember it well as we all left puddles of water around where we sat to eat.

On Saturday morning with great weather (again) we arranged another group ride. We covered some of the better local roads another time, with some of the group riding the Dragon again. Lunch was had at a local Inn near the Fontana Dam area.

Saturday afternoon we began with our annual Tech session in the main building. Ken Claus led a discussion on general maintenance. We also discussed many of the common parts for our bikes that are "no longer available" (or NLA) from BMW. Afterward we moved outside for a "hands on" demonstration by Rick Griffith on the proper performance of the infamous Dell'Orto accelerator pumps. Using his own bike, Rick demonstrated the recommended method of cycling the pumps to measure the fuel squirted by the pump during acceleration. Very interesting and useful stuff.

Bike judging (people's choice) was also conducted Saturday afternoon, with first, second, and third place being awarded along with the coveted Long Distance Award. First place went to Norm Delezenne (76' DO), second to Shane Hitchcock (76' DO) a beautiful bike by the way, and third to Rick Griffith (74" SS) who has one of the nicest 74's I've ever seen. Chad Strohmeier from Brooklyn, New York, (750+ miles) got the long distance award. Needless to say, that's a long way to ride on a R90S.

I need to mention, not for the first time nor likely the

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Finally a Happy Camper

by Rick Griffith, Editor

Just got back from the 8th and Last R90s Rally in North Carolina and couldn't be happier. The World Record rebuild on the top end of my R90s produced the desired results I was looking for. The Total Seal piston rings I installed last spring weren't, shall we say, working out despite my belief that a gapless ring had to be better than a gapped ring. I mean what does BMW know about rings anyway?



Oil consumption on old bikes one expects, but a quart/100 miles? Ridiculous. I let it slide all summer long, choosing to ride my RT and /5 (well, actually the wife's /5) hoping I would attend to the problem sometime before the 8th and Last came around.

Well, a week before the big event I decided to tear into it. Only took about six hours to get it all back together and running. And the 300 miles I rode around the best NC/TN has to offer confirmed that all is well. And I learned something in the process. Stock BMW parts ARE actually pretty good.

I must say that it constantly amazes me how easy an old Airhead is to tear apart and do major service on. When I think about upcoming spline lubes and rebuilds on my R1150RT (if I live that long to see it) I shudder to think of the dismemberment that will ensue to get to the vital parts.

Not so on an R90s. Everything is right there to be serviced. Three bolts to get the valve cover off. Another four for the rocker arms. Take those off and the pushrods slip so easily out of place. Remove another two bolts and do a few whacks and the head lies effortlessly in your greasy hands.

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.

Now that the old girl is running correctly again, (why did I do the rebuild last Spring anyway?), it's only fitting that the infamous Michigan winter is once again so close at hand and the annual process of changing fluids, washing and waxing, hooking up the battery tender and arguing with the wife once more about why the S should be INSIDE the house in the Living Room for the long winter lay-up. (I never seem to win that argument though).

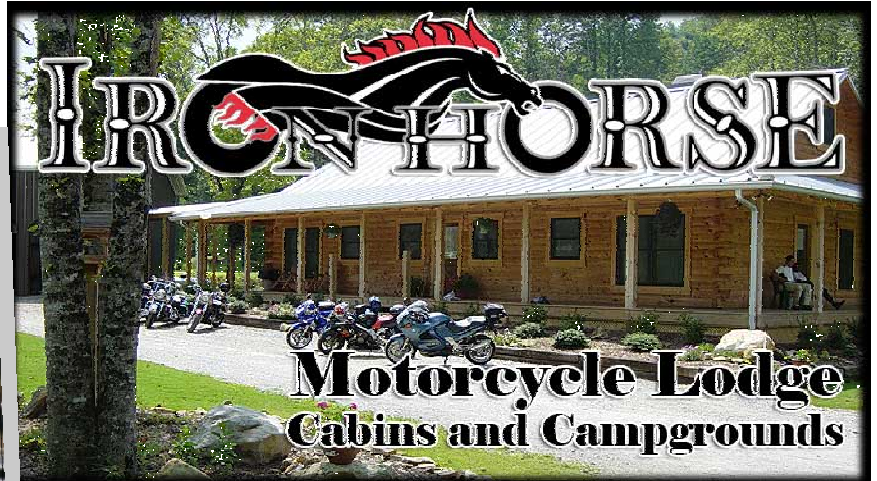
But there's much to look forward to. Maybe a new set of fork tubes to replace my worn out originals. And I need to get into the triple bearings again for a re-grease. And a new Valeo starter (like I installed on the wife's /5) would really do wonders for the cranking duties.

More than likely I'll let her sit covered up in the dark, cold garage just like she has for the past 28 years. And more than likely I'll do another major re-repair just a week or so before the 9th and Last R90s rally.

Yep a Happy Camper for Sure.

Rick

Rally Pics of the 8th and Last by R. Griffith



More pics over here



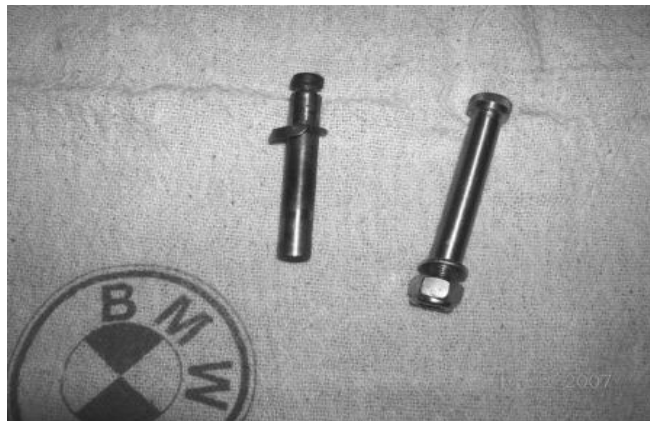
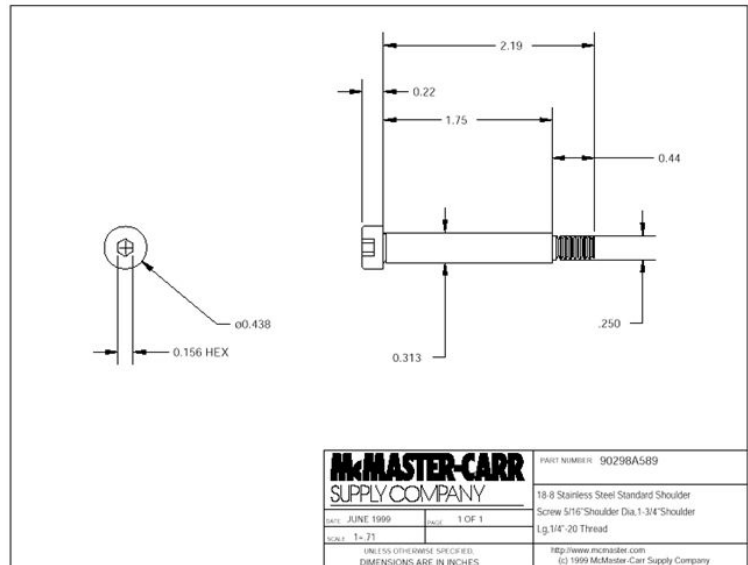
Save your Tranny Case by Rick Griffith

At the annual Holly, MI Vintage Bike fest a few weeks ago I happened to meet a guy named Vance Edgar. We got to talking about R90s's and Airheads and he mentioned that he makes a nice fastener update kit to beef up one of the weak areas of the clutch system.

The clutch throw out lever arm swings back and forth on the back of the transmission on a well designed hinge, yet the permanent position of that hinge is somewhat compromised by a small e-clip that, were it to fall out, would allow the pivot pin to slide down. If the clutch is dis-engaged while the pivot pin is not centered properly, one of the ears on the back of the tranny can bust. Not good and very expensive to repair.

This simple replacement stainless pin replaces the stock piece and uses a Nylok nut to keep everything in check. For \$6 it's a lot of piece of mind.

e-mail VEDGAR@ford.com for more info.



Left: The stock R90s pivot pin showing the E-clip that can fail

Right: The replacement SS fastener with Nylok nut lasts forever

Rally Update cont.

(Continued from page 6)

last, all the work **John Yee** does on behalf of our club. It's safe to say we wouldn't have a rally without John's tireless work. This year John had a high-school reunion scheduled for the Friday of the rally weekend. So, John first drove across North Carolina to Ironhorse to bring all the club "stuff" such as door prizes, award plaques ect on Thursday. Then Friday morning (early) he got up and drove to Asheville, NC, took a plane to Detroit for

his reunion, and then flew back to North Carolina to be back at Ironhorse Saturday around noon. How many people would do all that?

For me the Rally was a real pleasure. As usual, I didn't do as much riding this season as I aspired to so it was a genuine treat to get to ride some excellent roads. Also it was a pleasure to spend time with Rick, John, Ken and Raymonde Claus, Tim and Patty Fallar, Brian and Kathy Horais, Johann Kasper, Jim Olson, Peter Swartz, Jim Russell, and last but not least Karl Duffner.

My R90s by Mike Meagher

My R90s was manufactured in January, 1975. It came to me a year later. It had about 12,000 miles on the odometer when the first owner married his girlfriend. Goodbye toys, hello Mike.

The R90s replaced my first 'real' bike, a 1972 Triumph Daytona. The Triumph had died. Its melted piston still sits atop my buddy's bookshelf, reminding me that my wife was right. Check the bike each time you let your teenage son ride it to/from school!!!! It died for want of oil. "Dad! You mean that black thing on the side is an oil tank?!"

Anyhow, the R90s' odometer has now rolled twice. My Beemer has +229,000 miles on it. About 100,000 miles ago I had the top end redone at Andy Pelc's BMW shop in Detroit. Until three weeks ago, it needed only routine care, like spline lube, wheel bearing, needle valve, etc. But suddenly the bike's charging meter refused to go above 12 volts -- unless I grabbed the clutch and gunned the engine to 4,500 rpm or higher. The indicated voltage would drop back to "12" as soon as I closed the throttle. It dropped even lower if I had the headlight on, and/or touched the brakes.

Troubleshooting began by eliminating the least likely causes. First I checked the battery. It's in its third season and is OK. And there is no drain on the battery since I unhooked the miserable OEM electric clock back in 1977.

Next I ran a voltage check across the battery. The multimeter readings agreed with the bike's voltmeter. It wasn't charging. I then replaced all the instrument lights (it was time, anyway). All new lights worked when I turned the ignition key. The problem remained.

Next I swapped voltage regulators. The non-

charging continued.

Finally, I e-mailed Rick Griffith. He lives an hour's ride away from us. Rick invited me to bring the bike to his home for further diagnosis. Within 90 minutes the problem was fixed. Removing the engine's front cover, we found that one of the original two carbon brushes was so shortened that it barely touched the rotor. And, the rotor under that particular brush had a 1/16th-inch groove worn into in it.

Lucky for me, Rick had a brush set in good condition from another bike. He soldered the newer brush's connecting wire on, and then re-bolted the charging assembly, reconnected the battery's negative cable and started it up. It was a fix! And Rick's service bill was a step below theft.

I left with a warning from Rick, "Don't take this bike out west 'till you replace that rotor!"

I didn't understand Rick's amazement as he worked on the bike. I'm not a wrench, so I've always assumed that BMW's last nearly forever without these kind of problems. Not so, says Rick, not so. I am a lucky man, indeed to have had so many trouble-free miles -- and a good R90s Club friend who knows what he's doing when a problem does appear. *(and we all appreciate the TWO R90s rallies Mike hosted at his place) ed*



Fun with Pushrods by Kirk Ratzel, President European Chapter

Visualize my workshop - a 4th floor Paris apartment, a mocked up R90/s café racer in the study / artist studio / MC restoration shop. My fiancée is heading off to work at a nearby antique fair on a gray Saturday winters morning. No question, it is the perfect time to turn the kitchen range into an industrial oven. The only witness will be a 2.9 kilo (6 pound) Yorkshire terrier named “Fanny”, but I knew that I could pay her off. Today, project “café racer” will take a step forward.

The goal:

To change out the original pushrod tubes for some after-market stainless steel ones. Caution:

1974 models require smaller diameter tubes and sealing grommets compared to later ‘75-‘76 models. These parts were bought at classic boxer specialist VDH in Bombaye, Belgium but, are widely available.

My strategy:

Is to apply a compilation of advice from responses to my “cry for help” which was posted on the R90S “discussion group” a few weeks back. But behind this albeit loose plan of attack lies a sound scientific basis:

The bigger hammer principal (a.k.a. Newton’s 3rd law of motion) – *“for every action, there is an equal and opposite reaction”*

Ask Dr. Science – *“differential coefficients or linear thermal expansion”*

The K-Y jelly rule – *“lubrication is a good thing”*

Francis Bacon aphorism – *“knowledge is power”*

Unofficial BMW tools & equipment

It turns out that the corkscrew wasn’t really needed, but was kept on hand in case of rough going.



Bake until golden brown, serve while hot

The cylinders were placed in the oven for 10 minutes at 150°C (300°F), which was plenty hot enough.

Special tools?

I don’t need no stink’n special tools!”

Vice grips and a Sears Craftsman 10-mm thin-wall long socket - wrapped in a protective train ticket.



With a little 3-EN-UN (3-in-1) penetrating oil, 4-5 good solid whacks with a claw hammer was all it took before the tube popped free. (In retrospect, I guess that I should have used the ball-peen hammer, in lieu of the claw hammer, for added professionalism).

Attracted to Shiny Objects

The aesthetics between the original piece, complete with 32 years of corrosion and grime, and the new stainless steel parts is incontestable. Experience from my other R90s proves that they stay in “like-new” condition for years.

In Conclusion

I wish that I could show you photos of the finished product, but the newsletter editorial deadline is fast approaching. Anyway, I want to give the cylinders a good clean-up, and maybe a coat of high-temperature paint before fitting the new stainless steel pushrod tubes. But the process will be the same, because that’s “good science”.



A Visit to Kiwi Land by Kirk Ratzel

In August I had the pleasure of meeting **Nick Ploeger** during a business trip to the North Island of New Zealand. Although buried in work, he graciously opened his home to my son Nicholas and I, then invited over a half dozen "old bike" mates, and hosted with his lovely wife, one heck of a nice evening. Nick's bike is a beautifully restored "bitza", and his "shed" is a cavern of lost BMW treasures in a part of the world where you might not imagine such a thing.

A couple of Nick's friends made about a 3 hour drive from the extreme North end of the Island to join in the evening. On the other side of the world, it was a beautiful spring day - the kind that inspires you to haul out the bike after a long winter. But later, they faced a chilly ride home in pitch black skies and very cool winter's air, leathers stuffed with yesterday's newspapers for added insulation. They are a hardy bunch down-under!

Nick's R990s sports an enviable number plate - I was told that the "zero" is really an "O" (oh), but you could have fooled me... And you never saw a nicer "Smoke Violet" paint job. His bike is a labor of love and uniquely reflects the personality of it's owner.



← Nick Ploeger from New Zealand



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