

Wind Noise

Volume 1, Issue 2

March 2009

It's Time to Ride-Almost!

Bill Stevens, President

I am sitting here at home in the Washington Northwest Territories looking out the window on a field of white-what happened to spring-its March!



Just last week I was in Denver with temperatures approaching 70 degrees. The week prior I was in Louisville, KY-not a storm cloud in sight-cold temperatures, blissful sunshine yet not a bike in sight. As far as I am concerned, as long as the roads are free of frost and ice March is a time to ride.

I walked the dogs this morning amidst dark starry skies. One hour later, it was snowing cats and dogs much to my Dalmatians dismay. After all, a short haired dog dislikes cold temperatures much like a dooper dislikes wet rolling papers. For those of you living in warmer climes, I envy your ability to ride year round. For those of us experiencing the ground hog's additional 6 weeks of winter-screw the global warnings, bring on spring!

The approaching riding season is filled with many great events and great riding opportunities. Look beyond the doom and gloom of our liberal press network,

change your oil, inspect and service your ride and get ready for the season ahead. After all, we're not bikers, we're riders! Get a leg over and ride!

The calendar is filling up. Out west, the Washington Vintage Motorcycle Club repeats with one of the largest and best attended west coast swap meets, **April 18th** in Mt. Vernon, WA. Yours truly will be present with space for club members to sell their wares or purchase their next dream bike-maybe a Triumph Triple or Norton Commando??? Take a trip across the Canadian border on Sunday the 19th, to experience a Canadian-high swap meet in Tsawwassen, B.C. This year's marquee is BMW-can you say BC bud?

The enclosed tech article overviews testing 5 different YSS brand shocks on my 76' Bitsa R90S. **Klaus Huenecke**, a fellow R90S owner and YSS proprietor allowed me the opportunity to test a full range of performance rear shocks manufactured by YSS in Thailand.

Klaus is offering R90S Sport Owner Club Members and World Net members a 10% discount on

(Continued on page 2)



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

Inside This Issue:

- *Membership Update*
- *Motorcycle Swap Meet*
- *Wife Swappin'*
- *Tech Tips*
- *Shock Upgrades*
- *Breather Bolt Repair*



It's Time to Ride cont.

Membership Update By John Yee , Treasurer/Membership Chairman

(Continued from page 1)

purchases made prior to April 30th. If you want to improve your rear end performance-now is the time, after all, its time to ride!

There's talk of an R90S revolution in John Day, Oregon this coming June. There will be lots of Silver Smoke and Daytona Orange showing up on the vintage concourse. In addition, there are hundreds of miles of great 2 lane roads surrounding the nearby area. A Saturday, **June 20th** ride is scheduled. Stay tune for the details-it's time to ride!

The 37th BMW MOA International Rally is scheduled **July 16th – 19th** in Johnson City, TN. John Yee, our esteemed membership chair is helping coordinate club participation as part of the MOA vintage display. Be there or be square. John has enclosed information and an application for members planning to attend. Get on board-the early bird gets the worm; this despite snow blocking my driveway. It's time to Ride!



As of this printing, we will have 113 club members in good standing if all dues are sent in.

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

CHERMAK, JACK: (Monticello, MN) My R90S continues to run strong & smooth. Each time I ride it I ask myself "Why don't I ride this more often?" It's fun to own such a desirable bike. It always draws a crowd & lots of positive comments at any motorcycle gathering. A friend of mine just bought one in the same fine condition as my Daytona Orange so I now have an R90S riding companion.

DEETS, PETER: (Arizona City, AZ)

FALLAR, TIM: (Cornelius, NC) Boyer electronic ignition, San Jose fork brace & bar end mirrors. (Treasurer's note: **Along with Tim's donation was his membership renewal for the next 6 years! Thanks for the support!**)

KIRKPATRICK, MAC: (Glenmoore, PA)

RATZEL, KIRK: (Paris, France)

SHIRK, DENNIS: (Texarkana, TX)

TRUMBORE, TODD: (Harleysville, PA)



(Continued on page 3)

Membership cont.

(Continued from page 2)

Comments from renewing members:

HOLLIGER, DUANE: (Carlock, IL) Dual plugged, otherwise original & unrestored. My New Year's resolution is to ride the 90S more. It's been passed over for the Oilhead too many times!

We are pleased to welcome the following new members:

LOFTIN, CHUCK: (Eugene, OR) '74, serial #4950705 with 50,000 miles, Progressive springs, Ikon shocks, San Jose fork brace & Dyna III ignition.

PETTEFAR, NICK: (Evere, Belgium) '75, serial #4051919 with Krauser panniers & rack, Givi screen, Tom-Tom, Reynolds wide bars, R100S handlebar master cylinder, Brembo brakes & R100S front-end & switch units, BMW progressive fork springs, dual sparking plug heads, Boyer-Brandsen twin-spark coils & ignition, Hagon shocks, Fiamm dual horns with relay & Corbin seat. R90S in Colorado at present; also own Honda VFR750, Kawasaki ZZR1100D4 & Kawasaki KLR250D. (Treasurer's note: Also sent in donation with new member application)

POWERLET PRODUCTS

For those that didn't get the word, our club has been approved for discount purchases from www.powerletproducts.com

PowerLet supplies electrical plugs, sockets, wiring, etc. in case you need to power your GPS, cell phone, radio, etc. while riding your bike. They are the supplier of choice for the BMW, Triumph and Ducati factories. Go to the web site listed above and check out their products. I purchased their products to power my GPS and electric vest for all three of my street bikes and they are a quality item. Our club is eligible for up

to 15% off on purchases and up to at least 20% off on multiple purchases of ten or more of the same item. The only stipulation is that all the items must be shipped to the same address. Side note: **If you are attending the 2009 National Rally, I can deliver them at that time and you will save on shipping costs.**

The club still has the following items available for purchase: BMW Twins book, R90S book, embroidered club hats, R90S gauntlet gloves, and machined aluminum intake tubes.

9th & LAST R90S RALLY

The 9th & Last R90S Rally will be held in conjunction with the 2009 MOA National Rally in Johnson City, Tennessee on July 16-19 next year. Planning is in the tentative stage; we have made a request to the 2009 Rally Chair to reserve an area for the National R90S Sport Owners (hopefully near the Vintage Display). Larry Meeker, Tim/Patty Fallar, Ken/Raymonde Claus and Brian/Kathy Horais have all pledged to help me out so hopefully, I can get some riding in. We will have door prizes to give away, 3 plaques for R90S judging and a Long Distance plaque for the R90S ridden the furthest from the rally. Details will be provided as soon as they are confirmed and finalized. Make your room reservations as soon as possible, they are filling up fast. Note: Rally info has been sent into the BMWMOA magazine so look for it in an upcoming issue.

R90S RESTORATION ARTICLE

Thanks to Club Historian, **Mac Kirkpatrick**, there is a 3 part article (15 pages) on restoring an R90S. This was sent by Mac on 2/28/09, look for it on the R90S website at:

(Continued on page 5)



Vintage Motorcycle Swap Meet

Mount Vernon, WA

Vintage Motorcycles/Parts/Reproductions

Saturday, April 18, 2009

Skagit County Fairgrounds

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

Open to the Public 8 AM to 3PM

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

www.washingtonvintagemotorcyclists.org

Event vendor indoor stall rental fee: 10'x10' at \$25 ea, or bike stall at \$15 per bike. Open to vendors at 6:00 AM.

All booths are inside pavilion. Stall reservations and fees must be received prior to April 10, 2009. Send payment

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

ONE DAY ONLY. FREE ADMISSION TO PUBLIC.

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

The **WVM Motorcycle Swap Meet** will be held concurrent with the **27th annual Mt. Vernon Automotive Swap**

Meet sponsored by the North Cascade Street Rod Association, featuring vintage motorcycles, cars, trucks, parts, and accessories. This event fills the fairground complex.

The 24th annual Classic & Vintage MC Swap Meet Show 'N Shine is on Sunday, April 19th

in Tsawwassen, BC, Canada at the South Delta Recreation Centre, just 60 miles north of Mt. Vernon.

INFO: Call Todd Copan @ 604-299-0020

Membership cont.

R90Sworldnet@yahooogroups.com

For members that do not have internet access, you will have a copy of this article mailed to you with this newsletter. If any members are not able to access this article on the internet, let me know & I can mail you a hard copy.

Sorry to see you go

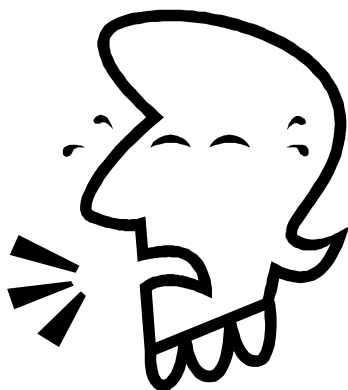
I will not be renewing my 2009 membership in the R90S club. I sold my 1975 R90S last fall to a gentleman in Rome, Italy. The sale went thru Ebay and I was satisfied with the results even though the paperwork was somewhat complicated. As a point of interest, I had 24 bids and the bike sold for \$9,800.

I very much enjoyed the R90S (had it for 20 years) but found the collector value was too much to ignore. I'm not for forsaking the brand since I still have a 1990 K75S and a 2000 R1100R.

All my past issues of the club letter was passed on to the new owner so hopefully he'll have the wisdom to join. The club is one of the great values in today's economy!

Ride Safe,
James Plavcan
 Chagrin Falls, OH

Treasurer's comment: **James** was a long time club member and fully supported us by sending in a donation every year to help cover our postage costs. We wish him the best in his future riding.



Wife Swappin' cont.

(Continued from page 12)

leaving the campground heading home, but didn't take the time to find him to confirm his story. Some things are better left to our imaginations.

Sunday morning was cool and cloudless just right for the run to Anderson. We awoke to the sound of Moto Guzzis firing off with just a touch to the starter button, good bikes; they seem to run very well. Tom took the lead when we left Waynesville's Waffle House, passing Silva, Franklin, and Clayton, into Anderson, mostly on straight hot 4 lanners. Would you rather drive the Miata or a Marquis? Musta had all the twists he needed for one weekend. As it turned out it was a longer distance, a longer time, and a lot hotter in the low lands. In August Mountains should be considered obsessions not obstructions. Anyway we're home safe, all's well that ends well.

This weekend was a remembrance of sights sounds and new friends not confronted on the daily basis. The mileage totaled near to 400, the vast majority on the sides of the tires. The rain held off while riding with the small exception of the light sprinkle on the BRP. A great weekend to be sure.

Ride often be safe. At the campground I overheard this Allgoodism. If she don't find you handsome may she find you handy, or at least happy.

You might fix stupid but you can't fix age or ugly.

Bob Herl

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

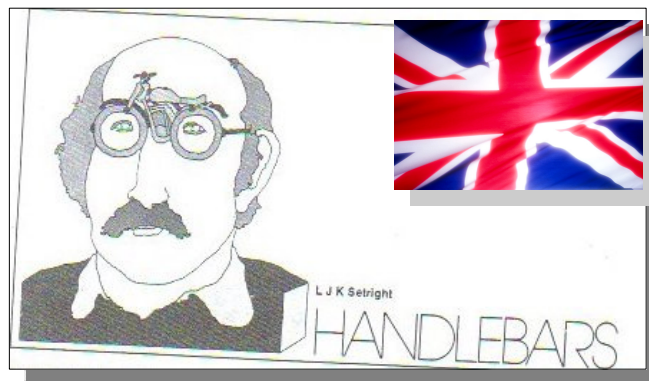
Please use your Membership List for full e-mails, etc.

In Pursuit of Perfection

We thank enthusiastic club member Peter Simms from England for the following article ed.

'Above all it is an exceptionally well – bred motorcycle it is not for nothing that BMW's and their riders have been called the silent majority. To appear civilised is difficult for a motorcycle: but the BMW does it, and is unique in having done it for a very long time.'

The above quote is from Bahnstormer The Story of



BMW motorcycles by LJK Setright . Leonard Setright is, in my opinion, one the most distinguished and eloquent writers on matters motorcycling and automotive and he has also written one of the best books on BMW motorcycles. Furthermore his intellect was prodigious, he was also an accomplished Latin scholar, accomplished musician and expert on a variety of other subjects such as engineering, oil, tyres and aviation.

When I decide to write another article for the National R90S Sport Owners Club I pondered for some time as to the content. I am not a particularly adept mechanic but I am interested in the emotions and attachment we have with our machines so I decided to further explore this issue.

I finally decided to combine this with a tribute to LJK Setright who has had a profound effect on my life and he was a strong influence in my choice to purchase my first R90S. His theory that 'if language be not accorded priority over subject, then the subject can be

(Continued on page 7)

9th & Last R90S Rally

R90S Sport Owners Club
MOA Charter Club #67

July 16-19, 2009



Event info: R90S Rally to be held in conjunction with the MOA National in Johnson City, TN. Plaques awarded for bike judging (3) and Long Distance Rider with R90S ridden to rally. Fantastic door prizes for all registered guests. Details of R90S rally location will be available at BMWMOA Rally Registration tent. The club plans to allow 'In-Out' privileges. Registration fee: \$10 at the door, early registration \$7.00 before June 30, 2009. Must register to be eligible for door prizes. For this event only: New members can join the club for \$10.00.

Contact info: For early registration, send \$7.00 check made out to 'John Yee-R90S Rally' and mail to:

National R90S Sport Owners

c/o John Yee

244 Candia Lane Cary, NC 27519

For more info, email John Yee at:

ducjyee@yahoo.com

Perfection *cont.*

(Continued from page 6)

given no reliable priority at all' is a philosophy that I try to aspire to in all aspects of my writing. He also elevated the quality of motoring writing to a new level that has never been equalled and was totally unique. Setright sadly died in 2005 but one of the many eulogies in tribute to him was as follows. 'Setright is more than just any old motoring journalist he's the Wittgenstein of the motoring press.

Setright has been described as pompous and arrogant and clearly set high standards in all aspects of his life from his hand made shoes to his immaculately tailored clothes. He is also attributed with giving motorcycling a new respectability when the image of motorcycling was not good. He is perhaps best known for his many articles in Car magazine but he also wrote an excellent motorcycling column in this magazine, Handlebars, which frequently won Setright awards for the best motorcycling writer.

However there is nothing wrong with setting high standards and although his writing was sometimes hard to follow it is worth persevering with. It was always superbly written and has endured the test of time. Also as he often had a limited audience many of his books are quite rare for example The Power to fly [The history of aircraft piston engines.] is advertised on the internet for between £250 and £500.

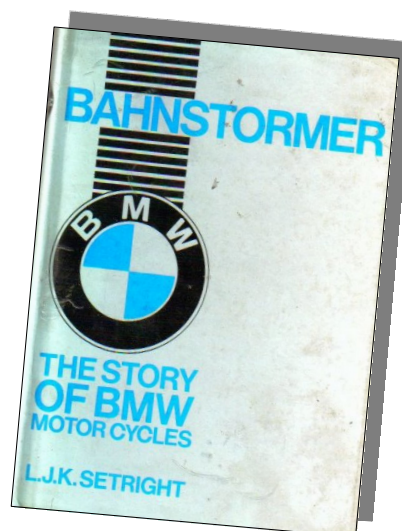
Anyway I digress and will return to the R90S. When Setright tested the R90S for Bike magazine he stated that the BMW R90S is probably the best production motorcycle in the world. As Setright was known to set exemplary engineering standards this was praise indeed. It was therefore Setright's test and his praise for the R90S which considerably influenced my decision to buy the R90S. This

is a decision I have never regretted and I still believe it is one of the finest motorcycles ever made.

However what I am perhaps trying to assert is that sometime everything comes together well and something special takes place. I believe this was the case with the R90S. Leonard Setright felt that one should aspire for perfection in everything one does and even if one does not achieve perfection it is important to try to achieve the highest standards in all one's endeavours. Perhaps I am struggling to make my point and it best left to the master and I will therefore end with a quote. This quote is from the end of Setright's test on the R90s from the Handlebars column in Car magazine .

' The R90S is quite expensive enough for most people : £1800 is a lot of money for a two wheeler , though it has long been established that the high initial price of BMW's is justified by the low depreciation and such little maintenance as they need. You could buy a Norton for less than half the price, and not have to spend too much of the change on replacement chains; but unless you spend hours on maintenance it will degenerate in a year or so. As usual it pays to buy the best: and if you cannot afford to buy the best, that is no reason to disparage it.

Peter Simms



Tech Tips with Rick Huemmerich

The kickstart on the R90S was designed to be for Emergency use only, so very little use, once or twice a year or maybe not at all. Under these circumstances, it would almost last forever, but we all know better. I am not knocking the design, it was economical, functional, and fairly easy to manufacture. The quality of material used was simply not up to the task.

The internal kickstart assembly is a combination of six individual parts. (All parts are still available today) The main part that fails, is the kickstart shaft, with the welded on gear segment. The other parts, like the shackle with the attached idler gear, the pinion gear on the input shaft, the return spring, the kick lever and some other small parts are pretty much bullet proof.

Now we have identified the part that fails, the kickstart shaft. The shaft turns in a boss towards the front of the transmission and in the rear cover. The span between the bearing points is rather excessive and that's where the problem starts. The kickstart shaft is made of a rather soft steel, and has a tendency to bend after so many uses.



The gear selector is moved by a bent kickstart shaft

Let's look at the "forces" applied to the kickstart assembly, using the fulcrum formula, when a 200 lb. rider puts all his weight on the kickstart lever. This would calculate to over 600 lbs. on the internal parts. I have no idea of how many kick-cycles it takes until you start bending the shaft. I have seen shafts that were bent more than an eighth of an inch.

At that point, you reduce the gear tooth engagement between the kickstart segment gear and the idler gear, eventually some gear teeth will then break off. And worse, the shaft can contact the gear selector cams, and every time you push your kickstarter through a full cycle, you will engage second gear. Case in point, your battery is dead and you have to use the kickstarter. Since the shaft is bent, as soon as you engage the lever it contacts the gear selector mechanism (pawl carrier) and immediately engages 2nd gear. Not a problem, right, because we all know an R90s can be started with the clutch pulled in. Not so in this case, because if you disengage the clutch, now the kickstarter doesn't spin the engine. The only way you're going to start the bike is with a good push or a jump to another battery. Our Editor can attest to all of the above! I rebuilt his transmission years ago and it is still going.

Now to the good news! BMW improved the kickstart shaft assembly. I am not aware of the year when this happened, but all the new kickstart assemblies sold today are the upgraded version. I would recommend that you do not buy a used one, since you can hardly tell the difference with the naked eye. I have taken some hardness measurements between the old and new kickstart shaft assemblies. The segment gear and the idler gear have a hardness of 58 Rockwell, pretty common for transmission gears. The old kickstart assembly shaft measured 25 Rockwell, apparently too soft to carry the loads. The new kickstart shaft measured 50 Rockwell.

I do not have any test data on the new shaft, but at 50 Rockwell, it should be able to flex and return to its original shape and handle the load. I would like to clear up one more mystery. A kickstarter can be installed on any 5 speed transmission, and all parts are still available new from BMW.

Rick Huemmerich

Tame your Rear End By: Bill Stevens

If you are looking to upgrade or replace the original equipment rear shocks on your R90S or similar /5, /6, or /7 series twin shock BMW-look no further.

Klaus Huenecke, owner of YSS USA, an importer of shocks made by YSS in Thailand, has

a full range of hydraulic and gas shocks that will fit your bike and improve its handling characteristics.

Klaus provided me the opportunity to test 5 different shock models each with different features and selling prices. The test mule was my 76' R90S bitsa bike, made up from a hopped-up R90S motor, a reinforced R100 frame, BMW HD front fork springs, with San Jose fork braces front and rear. The test circuit was a 30 mile 2 lane blacktop rural road that starts at my front door. All the shocks were tested under similar road conditions-dry pavement with plenty of twisting turns and straights. Plenty of braking and lots of right hand throttle twisting.

Keep in mind the R90S is a 30+ year old motorcycle. BMW's of this vintage are known for inherent flex where the sub frame joins the main frame with 4 hi-strength bolts. If you stiffen the supporting legs, chances are the middle will succumb to flex and sway. The YSS shocks offer a range of spring weights all progressively wound matched to rider weight. This and the fine tuning capabilities of the shocks allow for smooth transition between braking and acceleration thus minimizing frame flex.

General Information-YSS Shocks

- 2 year – no questions asked- warranty on all models.
- All shock models can be rebuilt, except the BRAVO model.
- Shocks are available in different lengths with eye



bushings matched to fit the bike-no shims or spacers required. The R90S shocks will be 340mm long with bushings of 10 mm id x 22 mm wide.

- Select models have length adjustment of +10mm, except the BRAVO model.
- Progressive springs are selected for weight of rider, rider and gear, or rider and pillion passenger-whatever the norm.
- Shocks are available with black or chrome springs. Chrome shrouds are available on select models to provide OEM appearance.
- Premium models have remote reservoir for separation of gas and oil, threaded preload, adjustable rebound damping, adjustable compression damping, and length adjustment.
- Recommended preload sag on adjustable models should be set to 1/3 of the total wheel travel when sitting on the bike.

Direct customer service hotline: Tel # 877-786-6543 or customer service email: sales@ysssusa.com

Models Tested-Features & Results

Bravo Model

- Traditional hydraulic shock with 5 step-lever preload adjustments. The Bravo shock is a direct replacement for the OEM shock with a vintage look. Chrome shrouds and chrome springs are available.
- I found the Bravo shock a suitable replacement for the worn OEM shocks on my 73' /5. With preload set at 30% sag, the shocks offered a smooth ride on all but the roughest road surfaces.
- Value priced at \$179.00 per pair less optional chrome shrouds and \$25.00 per pair shipping charge.

Good value for the money, although most performance riders will want a top of the line high quality model with rebound damping for improved handling.

(Continued on page 10)

Shocks cont.

(Continued from page 9)

RZ 302 TRL

The 302 series shocks have a 30 mm body/piston dia. and a 12 mm dia. shaft. Threaded pre-load allows a wide range of adjustment for rider and gear weight. Adjustment is made with spanner wrenches. I marked the shock body and locking nuts with a black felt pen to help monitor adjustment-it's easy to lose track the number of turns made to the adjustment nut. I would recommend cleaning the threaded body of dirt prior to adjustment to prevent galling the aluminum threads.

Adjustable rebound damping. A rebound knob at the base of the shock provides damping adjustment with a range of 60 clicks. I centered the adjustment on each shock and made minor adjustment from there. Turn the knob counterclockwise (right) to increase damping turn clockwise (left) to reduce damping. Adjustment allows for a smooth ride and smooth transition between throttle and brake.

The RZ 302 TRL is a top of the line hi-quality emulsion gas shock that allows fine tuning of both pre-load and rebound damping. Adjustments are easily made to suit rider/passenger weight and road conditions.

At \$459.00 per pair, the RZ 302 TRL represents the best overall value of all the shocks tested. The shocks outperform the OEM model shocks, offer a wide range of adjustment to suit rider and road, and are backed by an unconditional 2 year warranty.

RG 302 TRCL

• The RG Series shocks add a remote reservoir at the top of the shock body to separate oil and gas. In addition, the shock offers both rebound and compression damping adjustment. One can really fine tune these shocks. If you are looking for a top of the line set of shocks with optimum performance characteristics the RG series will provide all that and more.

- Threaded pre-load.
- Length adjustable.
- Rebound damping-60 clicks.
- Compression damping-20 clicks.

- The compression damping feature is controlled by a small adjustment screw atop the reservoir. Turn clockwise (right) to increase compression damping, turn counterclockwise (left) to decrease compression damping.

- The remote reservoir shocks totally eliminated any Po-Go stick rocking action of the bike during acceleration or braking. Handling was significantly improved-the bike felt planted regardless of the road condition.

- At \$699.00 per pair, the shocks remain a relative bargain when you compare mono-shocks that cost the same for a single unit. For the price, you get great handling as result of the fine tuning capability.

Perfect for sport touring or occasional track days when you need an extra margin of control at higher speeds or when transitioning turns.

RZ 366 TRL & RG 366 TRCL

- The 366 series shocks are a robust version of the 302 series. The shock body is 36 mm with 16 mm shaft diameter versus 30 mm and 12 mm of the 302 series. These shocks are a top of the line product suitable for 2 up riding or for heavier cruiser model bikes.

- I could not detect any real significant improvement in handling with either 366 series when compared to the 302 series. All the premium top of line shocks performed extremely well.

- The ride quality of the 366 shocks is that of glass-very smooth, with great control regardless of road condition.

- Threaded pre-load, rebound damping, compression damping, and length adjustable.

- RZ 366 TRL: \$659.00 per set.

- ◆ RG 366 TRCL: \$989.00 per set.

Overall Impression

I was most impressed with the quality of YSS products. The top of the line models all improve the handling and suspension characteristics of the R90S. I would not hesitate to recommend YSS shocks to

(Continued on page 11)

Shocks cont.*(Continued from page 10)*

anyone looking to replace their existing OEM or other aftermarket shock units.

I would like to thank Klaus Huenecke for providing me the opportunity to test ride all 5 models outlined in this review. Without question, the RZ 302 TRL model offers the most bang for the buck when compared to competitor brands. Shocks are available to fit and perform on a wide variety of motorcycles-vintage, sport bike, mini bike, and cruisers. Contact YSS the next time you need performance motorcycle shocks.

Direct customer service hotline: Tel # 877-786-6543
or customer service email: sales@ysssusa.com

**Wife Swappin' by Bob Herl**

After breakfast 5 riders headed out from Staton's Restaurant, 2 old and maybe a little tired 30+ year old BMW Airheads, one a Daytona Orange R90S, the other a 1980 model R100RT in repaint green. Each carrying their even older but re-tired pilots, 1 young BMW triple, 1 new Harley Sportster, 1 near new Triumph Tiger.



As we got along a little, say 30 miles or so the Harley and triple turned back. We noticed up ahead one chicken \$#!^ not with us, but with chicken strips as wide as an 18-wheeler and we weren't even in the curves yet. In just a bit we could smell the chicken \$#!^-----well no wonder, there's a mobile chicken coop just ahead. Seein as how we don't carry 12 V Plug-ins we kept a good distance between us to diminish the effect.

The old Airheads and the Tiger continued on to our destination for the night, TWO in Suches Ga. There we found this Good Friday to feature, females, food, fun, friends, fellowship, and the famous /5s. Others included newer BMWs, Triumphs, Hondas, Harleys, Kawasaki's, some staying overnight others headed back down the mountain. Most but not all were from around the southeast, most but not all were ridden in, I saw only one trailer.

The Tiger was the first of us to get back on the road for home. Tom's "Not So Simple Green" R100RT was rather popular with its non-stock paint by Jimmy Demery. The old DO garnered some attention being the only R90S in attendance until Sat. morning when a SS arrived. It amazes how many riders say the same thing, "I used to have one of those, great bike, I wish I still had mine."

Let me set the stage for the next chapter in my story. Back a few decades Nan and I made the Rally scene on a regular basis; at most Rallies were a brother and sister team. She would emerge from their tent looking

(Continued on page 12)

Wife Swappin' cont.

(Continued from page 11)

for all the world like she just left the beauty parlor. The next young lady I'm fixin ta introduce you to was much the same.

The next young lady I'm fixin ta introduce you to was much the same. She entered their tent clad in leather, then emerged for supper in a wrinkle free dinner dress fit for a queen. If that wasn't enough at breakfast she was again dressed to a T in slacks and a wrinkle free blouse topped with a color matching scarf. As we were leaving she was again observed emerging from the tent in full leathers for the day's ride. Now I'd like to introduce you to this lovely Lass.

Enter a stock looking 1976 Gold Wing featuring a good looking, tall, short haired, long legged, leather clad, flirty dark eyed, young sweetie named Andrea grippin the trophy seat. I noticed as they set their tent up next to us how her tight fitting bib leathers bulged in all the right places. As luck would have it we sat with she and her English boyfriend (A good friend of Mike The Bike Hailwood's son.) for supper Friday night and again for breakfast Sat. morning. Got to know a little about them, but I don't care to bore you with the details here. Just so's ya know, she graduated from UGA and now works at a sushi bar nearby. Have to look her up on our next trip. She claimed they had the best sushi in Athens. I made mention of the fact that the sushi wasn't the only downtown draw. The conversation around the breakfast table turned to turn-in time last night. The two young guns had hit the hay around 7:30 well before the others at the campfire. With Andréa in the tent I don't know how the young man stayed up that late. The statement was made we olduns sleeping alone in a tent have no good reason for leaving a roaring campfire early. Be that as it may we left it there.

In our conversation with other riders my bike came up again. Included was this bit of information about Carl the wife swapper we were to look up when we got to Cruso at BRCC. (Blue Ridge Cycle Camp.) He will be riding a DO R90S with a friend on a Norton, we figured to do just that, but before, we needed to scout out a mountain walker to swap out when we get there.

Andrea the trophy girl came to mind but she was by our standards, unswappable. As it turned out we arrived empty-handed on swappin material for all our efforts.

As the rally rolled, the day was great, the food was good, but about sunset the lightning flashed, the thunder rolled, the rain fell, the air cooled, boded well for a good night's sleep.

Saturday morning was cool and cloudless just right for the 170 mile run to BRCC. We twisted our way north-east stoppin at the Savannah Street Café in Clayton for a butt break and light lunch. From there we twisted on northeast not finding many straight stretches, but plenty of traffic to contend with in Highlands and on 64. We finally wound our way to the BRP where we took another butt break overlooking 215, before leaving quickly chased out by a light sprinkle. We were soon winding it down 276 into BRCC.

By numerical division it looked to me to be, Moto Guzzi one red and one silver Norge, BMW, Harley, Honda, Triumph, Yamaha, and a Norton. All in all there appeared to number about 100 riders. The food was OK, Tom pulled off another win at the door prize table, there were a few nice ladies in attendance but nothing to compare to Andrea at TWO. One thing that did compare was the weather it was sunny and warm until dusk when about sunset the lightning flashed, the thunder rolled, the rain fell, the air cooled, boded well for a good night's sleep. Must be a mountain thing.

While there I kept an eye out for Carl, whose last name I knew not, the wife swappin guy. To update you on his story as I heard it at TWO, he managed to swap his X-wife to her new husband for 3 BMWs, one a DO R90S one a R90/6 the other might have been a K75. I would swap my X-wife, Miss Bitchey the daughter of Satan, for as little as a non-running KTM or nothing at all; come to think on it, that might be near to the same thing, and never look back. When you come down to it I traded her for a lot less, as I recall I was the one payin. Can you say money well spent? Anyway, that was then this is now. To finish the Carl saga steada mine, I did see his beautiful DO R90S sitting by a black Norton just as we were

(Continued on page 5)

Strip Those Threads by R. Griffith

My R90s gives me nothing to complain about. Like a good old dog, I can't find fault when things start to fail even at a spry 35 years. For a few years now I've noticed my ground strap fastener getting a little rough when removing or installing the ground strap. I noticed the threads were getting a bit thin and knew it wasn't going to be long before the bolt could be officially categorized as stripped.

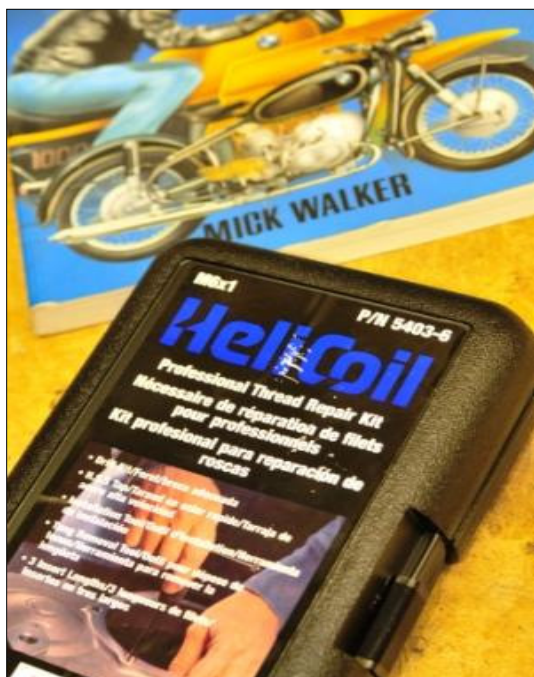
I moved the ground over to another transmission bolt like so many experts recommend, but I like the original location of the strap and the fact Bavaria found it fitting for one fastener to do three jobs.

The original grounding fastener actually attaches the ground strap to engine ground, provides a vent for the transmission and lastly, holds the speedometer cable in place. Since I have a great deal of respect for any device that juggles three tasks at once, I find it the least I can do to make sure it's chosen job in life continues unabated. (keeps the Originality Police happy too)

So over the winter I pulled the tranny, (since I had to lube the splines anyway) and decided to tackle it. Follow along if you will. The HeliCoil kit can be ordered directly from **Production Tool Supply** for about \$50 and contains everything you need to do a first rate job. If you want to buy the parts separately, the thread size is 6mm x1. On the web you can locate the kit I used at:

<http://www.pts-tools.com/cgi/CGPTRSRIM?PMITEM=EX7054036&PARTPG=CGPTHOME>

Things are a obviously not good here. The threads are clearly stripped.



You'll have enough inserts to do quite a few bikes with this kit. It comes complete with the proper drill bit, tap, wrench and plenty of inserts. The instructions are excellent.

(Continued on page 14)

Threads *cont.*

(Continued from page 13)



Before starting to drill, I tape over the output shaft area and insert an oil soaked, rolled up paper towel into the speedometer cable area, to help capture the small aluminum flakes. These can be removed after the drilling is completed.



*The next step is to apply some **TapMagic** or similar cutting fluid to the tap and then insert into the drilled hole. Rotate slowly and cut the new threads in place. Remove slowly and retrieve as many metal filings as you can.*

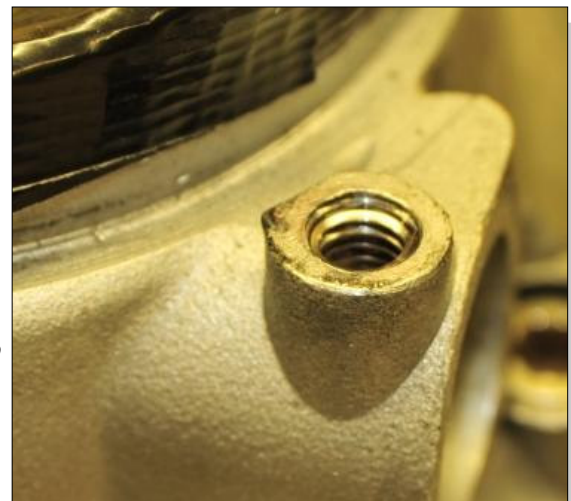


Find the correct length insert and start it on the supplied tool. This will then be spun inside the new threads to hold the original fastener.

The finished job. Looks like new and should undoubtedly last another 35 years at least.

If you need help doing this to your R90s or you would like to borrow the kit I purchased to do yours

(Each kit has about 12 inserts) drop me a line and I'll send it to you. All I ask is you make a donation



last

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