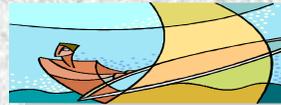


Summer Fever-Memorial Day

Bill Stevens— President



On behalf of the club and its membership, let me thank everyone who has continued to support the R90S Sport Owners Club through membership renewal and voluntary monetary contribution. Our club remains strong as a result of your participation in club activities, motorcycle events worldwide, and interest in the R90S. The club has strived to provide benefits to members who share a common motorcycling interest ~ the care, riding and feeding of the R90S motorcycle.



I trust that each and every member has experienced some benefit from their participation in this club. It has been a real pleasure meeting many of you in areas traveled and experiencing your hospitality. The camaraderie I have experienced amongst members of our club and the riding community has been overwhelming~ I only hope I can return the favor to you and your families down the road.

Memorial Day has always marked the end of spring and the start of summer for me. Years ago whilst attending

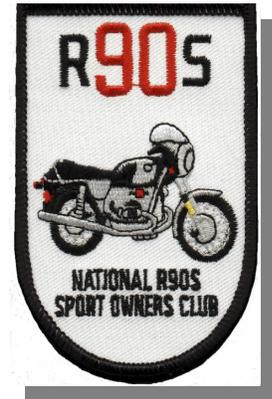
college I was fortunate to have the school year end before the Memorial holiday. I had a jump on summer jobs and all the activities that would follow during the long days of summer. Memorial Day marks a day of commemoration for those who have served our country in times of war and peace. To all of you and yours who have served our country or to those currently serving, I send my heart felt thanks.

Memorial Day also marks the start of the summer riding season for many of us throughout the USA. I recently attended a rally in Lewistown, ID sponsored by the new Inland Northwest BMW Riders. This was the first annual Hell's Canyon Roundup held end of April. The rally proved to be most successful with over 50 riders attending from surrounding states. The roads to and fro Lewistown both east and west and the surrounding areas south to Hell's Canyon proved to be a 2 wheeled extravaganza. I traveled more than 1300 miles over a 4 day period. And to prove there is rightful discipline amongst county sheriff officers there was a verbal warning for a mere 30 over the posted while traveling the wheat fields of the Palouse. Roll on the summer throttle!

Have you ever traveled the North Cascades highway #20 from Sedro Woolley to Winthrop, WA ??? Regardless of the direction either east or west, this proved to be a real primer to a great riding season ahead just a weekend ago. The road follows the Skagit River on an easterly path from Puget Sound to the base of the North Cascades Mountains. It then takes you on a 2 lane trek of fast sweepers and tight bends over Washington Pass to the picturesque Methow Valley. Once beyond the Methow, the road opens with little or no traffic towards the Columbia River basin and small towns beyond. Does it get any better than this??? Light the wick!

The summer ahead is sure to be filled with numerous club activities. There will be member activities scheduled in July at both the BMW National rally in Lima, Ohio as well as the AMA Vintage Days rally in Lexington, Ohio. The annual 6th and Last R90S rally is scheduled the 3rd weekend of September in Jamestown, NY. The annual West Coast Rendezvous has been temporarily sidelined due to member over activity this season. We look forward to scheduling the event again in 2006. For any of you trav-

(Continued on page 2)



Special points of interest:

- *Restoring an R90s by Ken Claus*
- *West Coast Rendezvous by Randy Lum*
- *Kirk Ratzel fills us in on the Euro R90s scene with reports from the AFAMAC and Bol d'Or Classics*
- *Billet Intake Manifolds are HERE!*
- *6th and Last dates all set*
- *Membership Update with John Yee*
- *Metzeler Lasertec's now available*

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Summer Fever-Memorial Day

(Continued from page 1)

eling to the John Day Rally the month of June, look me up as I am offering to buy a membership round at the local saloon on Saturday night.

I look forward to being the guest of fellow club members John Thill, Rick Griffith, and Ken Claus for the Vintage Days events in July. We have a ride planned to the rally from Detroit on the 15th, returning on the 17th. Any club members are welcome to join us on the road to Lexington. Who knows, you may fall in love with a /2 while there!

Over the past several years, the club has been successful coordinating special fund raising projects and money saving opportunities for the membership. This includes discounts on books, parts and accessory discounts, the sale of personalized decals, hats, gloves and more. John Yee has outlined many of these featured items in his enclosed membership update. The most recent of our club ventures is the development and current availability of billet aluminum venturi carburetor inlets. Rick Griffith has enclosed a recent performance bulletin having installed a set on his beloved 74 R90S. These activities are only possible as a result of your individual support.

If you have ideas or thoughts you would like to share with me or other officer's of the club, please feel free to contact me directly. I look forward to hearing from you. In the meantime, keep the shiny side up as always.

Have a safe and memorable riding season this coming summer. I'll see you on the road!

Bill Stevens

Bellingham, WA

Restoring an R90s

By Ken Claus

Restoring R90ss is like an obsession that i have which started a long time ago.

To this day I have restored five and did a 750/7 on the side as well as a 1978 R100RS.

I turned the 750 into a cafe racer and had it painted silver smoke. The owners of the bikes I buy usually give up on them because of their bad condition and due to the high cost of parts on one hand and maybe a lack of knowledge on the other.

The R90s I am presently working on will be one that I have saved from the bone yard of bike heaven. This bike will end up as a show bike when I am done. At least that's what i am hoping.

To start with I was lucky enough to find a R90s frame, forks, handle bars, electrical harness and headlights among other items. now where does one go from there to get all the parts needed to put the bike back together? The dealer, right? Wrong.

You look at your inventory first, call all your friends who might have some parts laying around, then of course you go to Ebay. To this day, I have bought most of my parts there. I just keep looking and eventually the part I need comes up for bid. all the parts have to be between 1974 and 1976 vintage. Once I do win the bid and receive the part, I look it over and if it doesn't meet my standards and requirements I send it back to Ebay for resale. But to be fair I have to admit that I had to do it only once. S

So far this is what I do have: a gas tank from Chicago, Transmission from Texas, Motor from Oregon and so on. This is exciting to bid on items because i am a sniper bidder. This means that I do want the item and the price is right. Bidding too early and you end up in a bidding competition and the price goes up. So you check when the auction is over and you bid 7 seconds prior and nine out of

ten, you win the bid.

Back to the R90s now. at this time the frame is painted and body parts are in the process of being painted Daytona orange. The motor is apart and i am checking the valves and the heads. All the electrical has been gone over. Both switches were bad so I had to fix them. The switch for the headlights, the spring and the small valve were missing, but this is an easy problem to fix. As for the transmission, I am waiting to see if it is a good one but if it's not, then I will rebuild it. of course you always have to buy new items too like tires , tubes, battery, Dellorto carbs. \$\$\$, ouch!

My project is right on time and I hope to put it in the vintage show at the National along with my R90s that I have had from day one.

so see you in Lima, Ohio . Ken Claus



West Coast Rendezvous another good gathering by Randy Lum

I had missed the West Coast Rendezvous for the BMW R90S Owners Club last year, but I was determined not to miss this year's event in Quincy, CA in mid-June. Located in the Northern Sierra Mountain foothills, it was adjacent to some of the best motorcycle roads anywhere. In addition, BMW Motorcycles was hosting its 80th birthday bash about 75 miles south at the Squaw Valley ski resort at Lake Tahoe the same weekend. My 1975 Daytona Orange R90S had been recently put back on the road and was looking and running like a million Deutch marks. Hmm, maybe I could make both events – I felt like I needed a small adventure. I made my decision to go.



First, I had to take care of some details on the bike. The mufflers were pretty beat up, the rear taillight lens had cracked at the mounting points and was duct taped to the housing, and the old Krausers were barely holding together and would probably not last through the trip. None of this would do, so I got on the phone and got replacement pieces ordered. I knew the (high) cost of the Hepco and Becker panniers and the replacement OEM BMW mufflers, but I nearly choked at the cost of the replacement taillight lens - \$75! After I recovered from the shock I politely declined the pricey piece of plastic and set to work finding a cheaper alternative. A quick browse through the www.ibmwr.org web site's classified ads yielded a complete used taillight assembly for \$25, delivered to my door a few days later. I added a new sleeping bag that compressed to almost nothing and was set to go.

Things have been pretty busy at work recently so I could only manage to take a single day off. This would mean I'd have to ride up on Friday and back on Sunday. I purposely didn't figure out the mileage from Santa Barbara to Quincy because I really didn't want to know – I just wanted to do it. I figured that I'd either make it or not, and if I didn't make it there would be tons of places to camp once I reached the Sierras.

On Thursday night I packed up the bike and I'm really happy that I'm able to keep things entirely within the panniers and tank bag. It gets very tough for a short guy like me to swing a leg over the back seat when things are piled up on it. It's also really tough for me to deploy the self-retracting side-stand (sometimes referred to as the "friggin' piece-of-crapola self-retracting side-stand") when on the bike. In fact, I've dropped the bike trying to do it in the

past (fortunately prior to the new paint job!). After a bit of practice I've been able to do it, but it's not the most comfortable feeling for me. I have to hold the side-stand out as far as possible with the tip of my left boot and slowly ease my left heel down. It's a bit scary because my legs are too short to push the side-stand fully forward, so after getting my heel down I have to roll the bike backwards a bit to lock the side-stand in place. While I'm doing this I'm also thinking that I don't have a snowball's chance in hell to catch the bike if something goes wrong – there's no way to get my left leg out and planted to the side in time. It's an adventure every time I try it!

I get to bed kind of late Thursday night, but I'm up at 4:00am anyway. I had set the alarm for 5:00am, but I realize that I might as well just get up because I knew that I wasn't going to fall back asleep. Oh well, it's only sleep, right? By 5:00am I pull out of the gas station and head north on Hwy 101.

Normally I plan my route in advance, but for this trip I didn't. I wasn't sure what route I wanted to take, and there were many options. I just rode until I had to make a decision, stopped and thought about it for a moment, and then took off in the direction I decided on. It worked out just fine, and I enjoyed its unstructured nature. The freedom to ride where, when, and how I wanted was great!

The first part of my ride on 101 was dark but it went smoothly. There was a little bit of fog around Buellton and my face shield clouded up, but once past this area things were fine. At that early hour there were few cars and trucks on the road and the



morning sunrise was spectacular. I stopped in San Luis Obispo for gas and a quick bite at the golden arches and hit the road again. As I entered Atascadero I made my first route decision – I'd take Hwy 41 Northeast to Fresno, then slab it north on Hwy 99. I'd decided that I wanted to get up into the Sierras as soon as I could because there were a number of interesting roads that I could take once I reached there. I wasn't sure how long it would take me to get to any particular place, so I would let the clock, traffic, and gut feeling influence my route.

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West Coast Rendezvous cont.

(Continued from page 3)

Highway 41 started out really nice, with some nice rolling hills. It was an easy ride east as I headed toward my next planned stop in Fresno, and the R90S was running smoothly. Things got a bit boring as I approached Interstate 5, as Hwy 41 straightens and flattens out. The temperature was beginning to climb too. Traffic began to increase, with an alarming number of large trucks joining me on my journey east. Throw in some stops for road construction and I was quickly tiring of this leg of trip. Still, you gotta take the bad with the good, don't you? I used the time droning though the Central Valley to reflect on more positive things, like how nice it was going to be to finally get the hell out of there!

Things didn't really improve once I got to Fresno – the traffic was getting heavier and the temperature getting hotter by the mile. I quickly stopped for gas and got right back on Hwy 99, heading north. I still hadn't decided where I would be heading east into the Sierra foothills, but I figured it would either be on Hwy 140 at Merced or Hwy 88 at Stockton. I actually could have continued east on Hwy 41, but I felt that I needed to make up some time after the relatively slow progress between I-5 and Fresno. It had been many, many, many years since I had been on Hwy 99, and it surprised me how “old” it was – though in hindsight it really isn't all that surprising at all. Unlike I-5, a faceless and featureless raceway between northern and southern California, Hwy 99 actually links the communities that make up the real part of the great central valley. Names that I recalled, but never really *knew*, names like Clovis and Visalia. As I made my way north, I wondered what it would be like living out here in “nowhere”, though I don't think that the residence of these communities would necessarily share my point of view. Nonetheless, it made me very thankful to live in Santa Barbara. When others remark to me on how fortunate I am to live here I do agree with them, but then I remind them that the people who live here pay a very real price to do so – every time we make a mortgage or rent payment!

I was making good time on Hwy 99, though it was still heavy with traffic and very hot. I felt that Hwy 49 would be too slow if I wanted to be able to stop at the BMW hoopla, so I wrestled with this as I headed north. I finally decided that Hwy 49 would have to wait for another trip, and I decided to head east again on Hwy 88 at Stockton. As Hwy 88 slowly climbed in elevation I could finally feel the temperature dropping a bit. Instead of hot blasts of air hitting me as I passed other vehicles it was slowly losing its intense heat. The surroundings became green and almost lush in appearance, and I could feel some humidity again. As I gained altitude the road twists and turns and it became a playground for my R90S. I would concentrate on the corners,

trying to enter smoothly and accelerate at the apex. With all the weight on the bike it was a bit of a challenge to be smooth as I would find myself entering corners with too much speed and I'd have to grab too much front brake. Even though the R90S has dual front disks, the old ATE brakes really don't work all that well! And the suspension and frame on these old steeds leave a bit to be desired as well, especially when fully loaded. Oh well, 'ya run watcha brung, doncha'! Anyway, I got better as I headed up toward Carson Pass.

The views from the pass (8,573') were spectacular, and I stopped for a break. There were two other couples that had also stopped and we chatted for awhile. One couple was on a pair of BMW's (R1200C and R1100RT) and the other on a K1200RT and a H-D Sportster. They were on their way to the BMW bash too. They took a look at my old R90S and shook their heads when they asked me where I was coming from – I must be crazy to ride all that way on that old bike! I smiled and said it was all I had to ride, so the decision was pretty easy to make – it was either ride the R90S or stay home. Besides, I explained, it was actually fairly comfortable (especially compared to that Sportster, I wanted to add – but didn't...). I took off down the other side of the pass toward Lake Tahoe, thoroughly enjoying the ride. The bike was still running beautifully, and I hoped for continued good fortune in this area. I was not to be disappointed.

When I arrived at Lake Tahoe two things struck me. It was incredibly crowded on the roads (with both bikes and cars & RVs) and in spite of the number of people there it was still incredibly beautiful. I stopped at Emerald Bay to take a couple of pictures and I was in awe of the spectacular scenery all around me. The number of bikes seemed to be increasing as I approached the northern side of the lake, with our beloved BMWs being well in the majority. The ride to Squaw Valley was both slow and uneventful, and after a bit I found myself pulling up to the motorcycle parking area. Given the number of BMWs I saw in the area, I was a bit surprised to see that there weren't that many bikes parked there yet. I parked my bike and went up to the registration area to check things out.

I wasn't sure whether I was going to actually purchase a ticket to go in, but in the end I decided that (a) I wanted some of the swag the included in the registration fee (pint beer glass, Mad Map of the area, folding BMW camp chair, and other neat stuff) (b) in the grand scheme of things it wasn't all that much money and (c) I really wanted a beer! I paid my money, grabbed my goody bag, and headed in the gate.

There weren't many people inside yet, and things really hadn't started up yet. I found the beer garden and ordered a pint as I walked around the grounds. They had the new BMW bikes on

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AFAMAC Classic wows 'em in Europe

The AFAMAC CLASSIC racing season began in Europe with a win by Didier DARIDAN aboard the legendary "RS3" BMW R90S in Le Mans, France the 18-20th of March. Setting the fastest lap of the weekend, and finishing 1st and 3rd in the two heats to take the overall win.

The bike, owned by ARCUEIL MOTORS is still fitted with 1 of just 5 original factory engines built by BMW Racing to campaign the 1973/74 endurance racing season. Even more incredible, DARIDIAN himself campaigned this bike successfully some 30 years ago. How's that for longevity of both man and machine!

By **Kirk Ratzel**, European Chapter President



While not our beloved series 6, the French phone company "SFR" is currently running a publicity campaign featuring a BMW series 2 triple sidecar rig.

The ad states that you can make unlimited calls to 3 of your favorite numbers. It's a big hit to the public at large!

yours truly, **Kirk Ratzel**

Paris, France (Bern, Switzerland)



BOL D'OR CLASSIC another success

BOL D'OR CLASSIC 23 & 24 AVRIL 2005 - NEVERS MAGNY-COURS, FRANCE

The TB Racing Team R90/S piloted by Gilles BLANCHET and Spiphane TURPAULT finished a respectable 9th out of 56 competitors in the 3rd edition of the Bol d'Or Classic. The bike proudly left the grid sporting a "National R90/S Sport Owners Club" sticker on its very stock windscreen. After the first 2 hour night leg, the duo was situated in a respectable 7th position, but clearly out-powered by the eventual race winner, the GODIER GENOUD 998cc

Kawasaki, piloted by former 1970's BOL D'OR winner Alain GENOUD and Gilles HAMPE.

Recall, that it was in the fall of 1973 when the R90/S was seen for the first time ever in competition in the Bol d'Or 24 hour endurance race, powered by only 1 of 5 factory engines produced at the time. The duo of GREENE and DAHNE finished a surprise 3rd, and the R90/S myth was borne.

Kirk RATZEL



(Continued from page 4)

display, of course, but what I found most interesting was the BMW Tradition display with all the old bikes. They were beautiful, and I thoroughly examined each one. I paid particular attention to the 1975 Daytona Orange R90S – gee, where have I seen one of these before? I mentioned to the staff there that that was the same year and model and color bike that I had just ridden up from Santa Barbara on, and they were suitably impressed (I think). Actually, I think my bike is in better condition, but I guess that I'm a bit biased...

I was itching to get back on the road, as it was now about 4:30pm and I still had something like 75-80 miles to go. I went back to the bike to see how the hell I was going to take all my goodies back with me. I got almost everything to fit in the bags and tank bag, but the chair had me stumped. I had to lash it on somehow, but all I had was some bungee cord cargo netting and I didn't think that it would do. I noticed one of the guys working the parking lot directing traffic and what-not had these really big cable ties for putting up various signs. I managed to convince him to give me a few and I used them to lash the chair to the handle of the side bags. Once loaded up I was on the road again, headed toward Quincy.

I stopped for gas in Truckee, and I continued north on Hwy 89. Once out of the immediate Tahoe area (read: away from all the people and traffic) I was again struck by the beauty of the scenery and the wonderful twists and turns of the road. I hit my stride again, flowing from turn to turn, braking slightly as I approached the turns and twisting the throttle to power out. It wasn't a particularly fast (or slow) road, but it was thoroughly entertaining. After one more stop to use the restroom and stretch my legs, I had about 15 miles to go to get to Quincy, and about 20 minutes later I arrived.

I was headed to the fair grounds but I wasn't sure where it was

located. I figured that the town couldn't be that big – I'd find it sooner or later. After a little bit I found it – full of llamas? What was going on here? I took a slow spin through the fair grounds looking for motorcycles but seeing only funny looking furry things – am I in the right place? Then, in the distance, I see some bikes! Yes, I am in the right place after all! I pull up to my R90S brethren, and I'm handed a cold beer. I've arrived after 600 miles and 12 ½ hours. I pick out a suitable site and set up my tent, then I make a run for more beer – it's still in the 90's and we've got a bunch of thirsty people here...

It's now about 6:30pm, and as the late afternoon runs into early evening more and more folks arrive. The llamas are everywhere – they were having a national llama show of some sort – and as each cyclist pulls off their helmet I see the same bemused look on their faces as I hand them a beer. All told there are about 12 or 13 of us, all on R90Ss except for one Yamaha, and the condition of the bikes range from pristine to, ah, well broken in, with most in at least very good condition. Most are from the west coast with the majority from the Bay area, two of us (Duke and me) from Santa Barbara, one from northern Washington, and one all the way from Michigan. Each of us has ridden in – no trailer queens in this group. We stay up late into the night, drinking beer and swapping tales. Some, I'm sure, were even true.

The next morning we're up and ready to head into town for breakfast. It's quite a large group at the restaurant, but we manage to fit in and we're all fed well. The group has decided to split up, with a few heading back down to Tahoe for the BMW bash and the rest deciding to head over to the local airport where they were having an airplane display and then out for a nice loop around the area. The airport has some nice older planes, and we're tempted to stay, but the day is going to get pretty hot and we decide that it would be best to head out on the earlier side of the day. Our route is going to take us up through the small town of La Porte, where we plan to stop to decide the rest of the loop.

(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 Carlton United Breweries (CUB).

West Coast Rendezvous cont.

(Continued from page 6)

About a ten of us mount up and hit the road to La Porte, while the rest head down to Squaw Valley.

I find myself fourth in the line up, and we start gaining elevation quickly as we leave the Quincy area. The sound of the bikes is like music to my ears – 12 old boxers from the mid-70's each singing the same song, hitting the same note, with only slight variations from bike to bike. The sound echoes through my head, a wonderful throaty sound that can only be found in these old airhead twins. It's different from the more pedestrian sounds of the regular /6 models – deeper and more urgent. The R90S has those wonderful Dell'Orto carbs with accelerator pumps and high compression pistons that helped to get these bikes a 1975 Daytona win and the 1976 AMA Superbike championship. Compared to a modern bike the R90S is a bit of a dinosaur, but when everybody is on the same old bike you just don't care. I ask myself if I'll ever have the opportunity to ride with this many R90S bikes again. The sound and smell fill my senses and I'm fully consumed by the experience.

After a few miles Bill and Pete jump off the front, and I'm right with them on Pete's rear wheel. We push each other up the hill, occasionally scraping foot pegs and side-stands as we dart from corner to corner. We've dropped the others as we climb toward the summit. Yesterday was all about riding to a destination – today was all about the pure joy and excitement of pushing the bikes and ourselves to whatever our personal limits were. The three of us pressed on, clawing upwards, our concentration on the twisty road ahead. Near the top we find a pull-out and we stop to regroup, and I pull out my camera and run down the road to take some pictures of the others as they round the bend.

I wait and wait, but nobody comes up. Then I hear the sound of an engine, growing louder as the bike approaches. First one, then another and another arrive and I try to take pictures of everybody as they approach. We line the bikes up and take some pictures. Grins are painted on all of our faces – this was one of the finest roads I've ever been on and I think others share the same thought.

We hop on the bikes again and head down hill towards La Porte. With about 3 miles to go, Bill pulls off to the side of the road. He's got problems – his selector won't shift anymore and he's stuck in neutral. Bill has a pretty good idea what the problem is. It turns out that a fairly common problems with the /6 transmissions is that they are prone to have a small circlip break on the selector. This little part costs just a few bucks, but it requires pulling the transmission to replace. Major bummer!

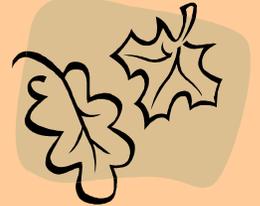
Well, we think it's all down hill to La Porte, so Bill hops on and coasts toward town. It turns out that it WAS all down hill and he was able to coast to within 100 feet of the local store (we had to push it up the last little bit). Now Bill had to decide what to do about the bike. Ideas of where to take the bike and how to get it there were floated around and investigated. My favorite was the idea to hold the bike upside down (both wheels up) in hopes that the gear selector would fall into a gear and Bill could ride it back to Quincy as a single-speed – Bill didn't seem to like this one for some reason.

(Continued on page 8)

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 wel-
come.

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

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

jalilley@madbbs.com

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

Rally,' and mail to: John Yee, c/o Mad-
ern USA, 2445

Reliance Ave., Apex, N.C. 27539

West Coast Rendezvous cont.



(Continued from page 7)

He ended up calling Ozzie's BMW in Chico. What followed simply floored me...

They were just about to close for the weekend and they were short-handed because of the booth they had at the BMW bash. The head mechanic, who was trying to get out of town himself, told Bill to wait at the store and somebody would be by to pick him and the bike up and he'd do what he could to get his bike fixed. Now, Chico is about 100 long, slow miles away, well over a two hour drive. Someone from Ozzie's drives up to La Porte, picks up Bill and the bike, drives back to Chico, then they proceed to remove the transmission and fix the problem. They don't charge him time for the pickup at La Porte. They don't charge him mileage for the pickup in La Porte. They don't charge him anything extra for anything at all – just straight shop time for a transmission R&R AND the mechanic's wife cleans Bill's bike while she's waiting for her husband to finish with the tranny! Now THAT'S customer service! Bill rides into camp at about 10:30pm and we all congratulate him on his bad/good fortune, drinking many toasts of Scotch in his honor.

Six am the next morning comes awfully early. I rub the sleep out of my eyes and quickly break down camp, trying to figure out how the hell I fit all this stuff into my bags in the first place (isn't that always the case?). By 6:30 I'm all packed up and on the road, heading back down Hwy 89 toward Lake Tahoe and I-80. The road is empty this early on a Sunday morning, and it's cold too! I've got on all of my gear and I'm still shivering – quite a contrast to the heat of the day. I pull into Truckee for gas and a quick bite, then blaze west on I-80 heading toward Sacramento. Interstate 80 isn't much fun, it's windy and the pavement is heavily grooved. Both issues cause the heavily laden R90S to wallow and weave and I can't wait until it ends. Mercifully it does, and none too soon for my tastes.

I've decided to head toward the coast, so I head west on I-80 to I-680 then down the East Bay toward San Jose. Other than the wind howling across I-680, it's an uneventful ride and it passes soon enough. I don't really think too much about the ride when I go through urban areas other than to ride very defensively. I feel the same way going through LA.

I make it through San Jose and stop in Gilroy for gas. I consult my map and I decide to take Hwy 25 through Hollister and Pinnacles National Monument. I don't know what it was, but the road didn't leave much of an impression on me. I guess I was expecting more. It was far from bad, good even, but it wasn't great. What truly left an impression on me? The heat! Man, it was really cooking out there and I was the roast! The first chance I got (which didn't come soon enough) I headed back to 101. Where, of course, it was just as hot. I should have just

come down Hwy 1.

I had planned to stop in San Louis Obispo for gas, but with the heat I decided to stop sooner in Atascadero where I could also hit the In-N-Out for a burger. Then, sooner still at Paso Robles. Finally I pulled off at the first opportunity at the rest stop at Camp Roberts – I just couldn't take it anymore! I headed straight for the water spigot and stuck my head under it, then both arms, and I finally soaked my chest and back. I was wearing an armored mesh jacket so the water soaked right into my t-shirt, doing a nice job of cooling me off. I had made sure that I stayed hydrated, drinking regularly from my hydration pack, but I was just too damn HOT!

I finally cooled off and got back on the bike after re-soaking myself with water. After 5 miles I was completely dry again, but at least I wasn't overheated anymore. As I descended down Cuesta Grade into San Louis Obispo I found myself riding into that familiar coastal overcast and the temperature dropped accordingly. I actually had to pull off the freeway in Nipomo to put on my outer jacket and heavier gloves – I was getting cold. The familiar roads of northern SB County welcomed me home, and my mount was headed for the barn. Pulling into my driveway I noted that the return trip was again about 600 miles even though I had taken a significantly different route home.

Tired, happy, and relieved to be home I put the bike in the garage and unloaded my gear. I had covered close to 1400 miles in three days – not Iron Butt material but a fairly significant number of miles on a 30 year old bike. I wanted to see how both the bike and I would make it through the weekend, and I think we both did alright. I saw some beautiful parts of California and I met some great people. I enjoyed the hours of solitude and took a much needed, but oh-so-short, break from work. All things considered it was a pretty good weekend. I can't wait for the next one!



We, the *R90s Sport Owners Club* (MOA #67) in a constant effort to improve our favorite bike and keep them on the road where they belong have contracted with a local machinist to reproduce the original intake manifolds (*supplied with original 38mm Dellorto pumper carburetors*) with some improved benefits.

- Tapered intake tract increases velocity, improving mid-range response
 - Aluminum billet design will never corrode and are lighter than OEM steel pieces
 - Knurled flange accepts a spanner wrench for easier fitment
- Quick installation, no modification necessary to your stock Dellorto's.

Update the rusted oem units on your R90s today.

Price includes shipping:

\$55 for members of the R90s Sport Owners Club

Send a check to:

National R90S Sport Owners

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

The Old



The New!

So how do they work? By Rick Griffith

I installed a set on my '74 R90s a couple of weeks ago.

Installation is straightforward.

There's even a spanner wrench available from

McMaster Carr.

Part # 6975A17 Price: \$ 13.91

Tel # 562 692-5911 (see page 13 for more info.)

- Remove both right and left plastic inlet tubes.
- Loosen carburetor clamp
- Slide carburetor off of existing intake manifold
- Remove nylon insulating sleeve from existing manifold
- Remove intake manifold from head
- Coat the threads of the new manifolds with Anti-Seize paste
- Install billet manifold with spanner wrench or similar tool
- Re-install existing nylon sleeve
- Re-install carburetor and fasten clamp
- Re-install plastic inlet tube
- Repeat for other side

Riding impressions:

The bike started immediately and settled into a smooth idle. The wife looked at me a little strange as I rode down the driveway past her (while she was cutting the front lawn). I guess she thought I was gonna do it! HA! I had some Testing to do.

The first thing I noticed was there was an immediate improvement in throttle response from about 1500rpm. Before, the bike didn't really respond very well until I had the tach around 2 grand. Me like.....

I rode the old girl to work the following day and had the chance to do a nice roll-on via the freeway on-ramp. Very smooth and was surprised how quickly I hit 80mph. Nice improvement.

Our esteemed President Bill Stevens deserves all the credit for doing the leg work. Bill found the excellent Machinist in his neck of the woods!



Don't know much about Gnard-DeBrock

Gnard DeBrock, double Bol d'Or winner and 1970's endurance racing champion, only last month announced his retirement from racing. Although it was aboard a Japauto (Honda) Bol d'Or which took him to his most famous victories, in 1975 Gñard privately owned and regularly road an R90/S Daytona Orange.

In these photos he is seen pitching an emergency flat tire repair aerosol. He explains that on April 10th 1975, while riding his BMW R90/S from Paris to Fontainebleu and back, he experienced a flat tire resulting from a nail, after using the "anti-flat" product he was able to resume his trip at speeds up to 130 km per hour!

yours truly, **Kirk Ratzel**
Paris, France (Bern, Switzerland)



MEMBERSHIP UPDATE

By **John Yee**
Treasurer/Membership Chairman

As of this printing, we have 153 club members in good standing for 2005 with 8 new members.

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

BARBER, TERRY: Anacortes, WA. '75 Daytona Orange, serial #4980401, stock with 58,000 miles.

BOYER, DAN: Toccoa, GA. '76 Daytona Orange.

HAROLDSON, TRIG: Geneva, IL. '75 Daytona Orange, serial #4980878 with wing mirrors & 38,000 miles.

HORAIS, BRIAN: Oakton, VA. '74 with BMW K1 red with orange/yellow stripes. Respoked both wheels with stainless steel spokes, added braided front disc brake lines & twin Fiamm horns. 15,150 miles.

KENNETT, GERRY: Palos Heights, IL. '74 Silver Smoke, serial #4071475, no modifications, 19,000 miles.

LENON, WALTER: Portland, OR.

McDANIEL, THORNTON: Coconut Grove, FL. '74 Silver Smoke, serial #4950691; stock with 22,141 miles.

RYAN, RICH: Hartland, WI. '75 Daytona Orange, serial #4980379 with 57,000 miles & '76 Daytona Orange, serial #4990031 with 139,000 miles.

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

BURNS, BLAIR: Quebec, CANADA. 135,000 miles with smoke windscreen, bar end mirrors, fork brace, Lester mags & /7 valve covers.

(Continued on page 11)

(Continued from page 10)

DE BOER, JORRIT: Munich, Germany. I admit that I worked more on my Zundapp KS80 Super (one 'P' is missing on the tank & '80' was raised to 180 because of the 150cc limit on Italian Autostrade) than my R90S. But to suggest that I might have sold it! I have, in fact, renewed pistons, valve seats, valve guides & honed cylinders. My black R90S runs like a charm, almost 10,000 km/year. The weather has been poor in 2005 here. My 6 motors (cycles) were garaged most of the time. But today spring & summer seems to start together.

Good luck to all R90S owners!

DOBYNS, CHRIS: Haslett, MI. I have spent a lot of time & dough on the R90S & now must keep it forever to make it pay off to my heirs. The mechanical & electrical upgrades were many & I had Holt BMW repaint all the bodywork in the original smoke silver.

PLAVCAN, JAMES: Chagrin Falls, OH. I'm enclosing extra funds because I don't use the web but US mail, postage is expensive.

RUSSELL, JIM: Blairsville, GA. The 'S' is quickly becoming my favorite bike. I love riding it & also the attention it draws when parked. I had the carbs rebuilt recently & now the instruments are on the way to Palo Alto. I'm looking forward to spring.

SHIRK, DENNIS: Texarkana, TX. 24,000 miles with San Jose fork brace & top clamp, stainless steel brake lines, Corbin Gunfighter seat & Gustaffson windscreen.

WRIGHT, DALE: Amherst, OH. 57,500 miles with Progressive fork springs & rear shocks, dual plugged & Dyna ignition, reinforced swing arm, K & N air cleaner, Corbin seat & fork brace.

A special thanks to the following members who sent in an extra donation to the club along with their membership renewals:

HOWARD COBB: S. Amherst, OH., **JORRIT DE BOER**: Munich, Germany, **PETER DEETS**: Corona, CA., **NORM DELEZENNE**: Rochester, MI., **JANET MEADOR**: Covington, WA., **JAMES PLAVCAN**: Chagrin Falls, OH., **DON PLOCINSKI**: Williamsport, PA., **BILL POTTER**: Wallingford, CT., **DENNIS SHIRK**: Texarkana, TX. Thanks for the support!

(Continued on page 12)

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 cont.

(Continued from page 11)

FUND RAISERS

1. 'BMW Boxer Twins' book, written by Ian Fallon & released by Whitehorse Press. Hardbound, 7-3/4" x 10-1/4" with 160 pages. Price with shipping included: \$29.95 for USA residents; \$31.95 for our Canadian friends & \$34.95 for all other countries. Congratulations to our two Australian R90S club members (**JULIAN BARSON** and **KEN WRIGHT**) who have been acknowledged for allowing their machines to be featured in this book. Only 8 books left!

Dellorto float bowl nuts: \$10.00 each, shipping included. Available from either Bill Stevens or John Yee.

3. Embroidered patches: Daytona Orange or Silver Smoke club patch: \$4.50 each or three for \$12.00 in any color combination. Add token shipping.

4. Embroidered patches: 2003 4th & Last Rally patch, Daytona Orange or Silver Smoke, discounted to \$1.00 each. Add token shipping.

5. R90S Gloves: Made from supple Brazilian leather with club logo heat stamped on both RCMP style gauntlets. Sizes: Small, Medium & Large. Cotton lined, \$60.00, shipping included. Thinsulate lined, \$65.00, shipping included. Custom gloves can be supplied for larger/smaller hands with outline tracing of both hands. Please email club President, Bill Stevens for special orders.

6. Club decals, designed by European President, Kirk Ratzel. \$2.00 each, 3 decals for \$5.00, shipping included.

R90S key fob, \$2.00 each, add token shipping.

R90S magnetic phone index, \$2.00 each, add token shipping.

Club hats: Light tan with black bill. Has infinitely adjustable rear Velcro strap. The

front of the hat is embroidered with the club decal. European President, Kirk Ratzel designed the club decal & US President, Bill Stevens ordered the hats & embroidery. Very cool & classy looking! Available now from either Bill Stevens (who is located in Washington State) or John Yee (located in North Carolina).

Price is \$19.95, shipping & handling included.

All the above items are available from John Yee. Please state your wishes & make check out in US funds to 'John Yee-Treasurer' and send to:

National R90S Sport Owners

c/o John Yee

244 Candia Lane

Cary, N.C. 27519

Items #2 and 9 are available from Bill Stevens at:

National R90S Sport Owners

c/o Bill Stevens

6222 North Fork Rd

Deming, WA 98244

CLUB ROSTERS

Rosters were either emailed or hard copies sent out recently. I keep a current running update of the rosters at all times and try to send them out a minimum of 2-3 times a year. If any member would like another copy at any time, please do not hesitate to ask. I will try to accommodate you as quick as I can.



Ahh, the joys of a warm work space. It's enough to put a smile on your face. Newsletter Editor Rick Griffith at home in his heated garage and "all smiles" after a recent tune-up.

New Metzeler Lasertec's are here

SPORT TOURING

ROADTEC Z6 SIZES

SIZE	A	B	C	D	E	F	G	H	Z
150/70ZR17 (69W) R	4.00	3.50-4.50	153	638	718	42	174	6.5	14.95
160/60ZR17 (69W) R	4.50	4.25-5.00	164	624	716	42	186	6.5	14.95
170/60ZR17 (72W) R	5.00	5.00-5.50	170	636	763	42	180	6.5	12.76
180/55ZR17 (73W) R	5.50	5.50-6.00	178	630	805	42	188	6.6	12.76
180/55ZR17B (73W) R	5.50	5.50-6.00	178	630	805	42	188	6.6	12.80
180/55ZR17C (73W) R	5.50	5.50-6.00	170	630	805	42	186	6.6	14.00
180/50ZR17 (73W) R	6.00	5.50-6.00	180	625	805	42	199	6.8	13.64
160/60ZR18 (70W) R	4.50	4.25-5.00	164	648	738	42	174	6.5	14.95

NEW! LASERTEC



The new Metzeler Lasertec tire combines 21st century high-tech with the unbeatable tread designs of the ME33 Laser and ME55A Metronic. The Lasertec is a brand new sport-touring x-ply tire designed for all mid-size motorcycles and pre-vintage bikes. It features the latest technology in tire casing and tread compounds. It combines easy handling, safe road performance and added grip reserves on both wet and dry surfaces.

NEW! LASERTEC FEATURES

- Classic style new carcass technology
- Tread pattern design provides excellent water drainage which reduces hydroplaning, enhancing wet performance for safe riding in all weather conditions
- New compounds insure higher braking on both wet and dry surfaces
- Classic tread pattern designed to prevent irregular wear and cupping
- "Multiple-Radius Contour Design" is tuned specifically for biased-touring segment and provides rider with radial-type handling
- High silica content in the new compound result in outstanding grip in all weather conditions and reduce the rolling resistance for improved mileage, H-Rated for speeds up to 130 mph or V-Rated for 149 mph
- Replaces ME33, ME330, ME55A, ME550, ME99A and ME1

As described on page 9, our club is now producing Billet aluminum Intake manifolds for your R90s.

Unlike the original steel units which required a pipe wrench or a 20 inch pair of channel locks to torque them down, we added raised areas just right for a spanner wrench to assist in the tightening down process.

A nice wrench for a good price can be had at:

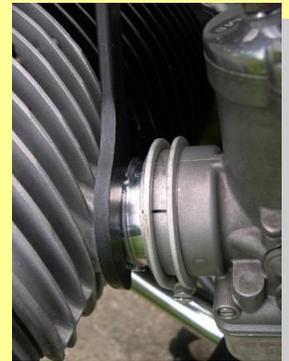
McMaster Carr.

Part # 6975A17 Price: \$ 13.91

Tel # 562 692-5911

I ordered mine last week and it was on my door the next day. (\$4 shipping), plus it's made in Germany.

Rick Griffith



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.