

## Summer is Here!

Bill Stevens – President



The 3<sup>rd</sup> Annual West Coast Rendezvous went off without a hitch.

If you were one of the fortunate individual's who attended, you know as well as I



that next year can only get better.

As for me, 2200 miles in 6 days on a 30 year old machine resulted in a number of reality checks. I am not as young as I used to be, my bike is another year older yet with the same unique handling characteristics of ole', the reality of riding 10 hours a day is not the same as it used to be, resulting in a brain that does not compute time, distance or speed the same as it used to.

Thank GOD for late nights around the picnic table, good food, good drink and the best of friends!!! R90S riders kick some wicked ass!

Today's reality began by riding my 02' R1100S Boxer Cup Prep to work after several weeks of airhead travel.

Wow, where did that entire horsepower come from and why is the tail not wagging the dog? Slip 2 fingers on the brake lever and suddenly the bike comes to a rapid halt. Is there something missing between the bikes of lore and our modern day predecessors? What is it that attracts us to ride and play with vintage bikes given all the technological improvements available at the show room?

I suspect few of us have only an R90S in the stable to ride. I also suspect that for every mile you ride your modern whiz-bang, you put a whole lot more grin on your face and on the face of spectators riding your old iron.

Vintage bikes are cool. Vintage bikes have way more stories to tell than the "squid" down the street or the "V-twin" with loud pipes.

Vintage bikes have soul! Did anyone not tell you that chicks absolutely love vintage bikes and those who ride them? Ladies, you are not forgotten. Ride an "S" and you too will be king of the castle! Take the local restaurant waiter or waitress to see the midnight madness movie Clockwork Orange while attending the WCR bike rally and you too will have an opportunity to experience "phallic" overload.

I trust you all submitted your best R90S photos for the club photo contest. The deadline for submission was June 1<sup>st</sup>. I suspect Rick will have details of the judging as well as copies of the photos submitted somewhere within the pages of this newsletter. I opted to have a co-worker with a shutter-bug eye for photography captures my stable mates on a sunny Northwest afternoon. More of Elizabeth's work can be viewed on her website at: [www.zibography.com](http://www.zibography.com).

The 4<sup>th</sup> Annual R90S West Coast Rendezvous will more than likely move to Northwest Washington next year after 3 successful years in the central California Sierra foothills. The support from our west coast membership has been outstanding. We hope to bring more members together along with other vintage clubs at a "Clubman" rally in central Washington in June 2007. If you interested in attending or care to contribute to this effort, please contact me directly at: [wcestevens@lfsinc.com](mailto:wcestevens@lfsinc.com)

Many of you will be packing up and headed to the RA Rally in Idaho or the MOA Rally in Vermont this next month. If so, take the time to thoroughly check out your ride before departure.

(Continued on page 2)

### Special points of interest:

- Summer is Here
- Tech Tips Galore!
- Inaugural R90s Photo Contest
- West Coast Rendezvous
- 7th and Last Rally Info.
- Membership Update with John Yee
- Member Profile on Paul Bates

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## Summer is Here! cont. by Bill Stevens

*(Continued from page 1)*

It is common to overlook checking tire pressures before, during, and after a long stint on the road. Do not linger along side other vehicles, especially trucks and RV's while passing. Keep your eyes moving, look up and down the road. Remember, you'll tend to track wherever your eyes are focused. If you feel fatigued, slow down, stop, take a rest. Ride your own ride, especially while riding in a group.

To everyone out there who enjoys the ride, keep at it. To everyone who enjoys the camaraderie of a great club and a long lived future playing and messing with classic motorcycles, stays a member and stay tuned to future issues of this newsletter. As always, your contributions are welcome and always appreciated.

Here's to summer. Keep the shiny side up!

Bill Stevens

President

R90S Sport Owners Club

### Tech Tips

#### Those Nasty Petcocks

By Rick Griffith

We keep our bikes in pristine condition, always ready for a ride to anywhere we want. The oil is checked, the tire pressure topped off, insert the key and finally open the petcocks.

Arrgghhh!

They seem to rotate with the tension of a Bill Clinton testimony. In this article I hope to walk you through an easy inspection/rebuild to get those babies opening easier than refund check from the IRS!

First, we'll need to remove the petcocks from the gas tank. Drain all the gas from both sides. Remember to use the reserve setting to get as much gas out as possible.

After that is done, it's just a matter of unscrewing them from the tank. Remember to use a rag to catch the residual fuel that drains.

**Here we have the unit removed from the fuel tank, ready to dis-assemble.**



**Here we are ready to open the unit up for further inspection**



**Now we see the complete unit opened up**



**The lever assy. Contains the lever, spring, and two detent washers**



*(See Tech Tips on page 3)*

## Membership Update John Yee, Treasurer and Membership Chairman

### MEMBERSHIP & RALLY INFO

**A**s of this printing, we have 130 club members in good standing with three additional new members since our last newsletter.

New members with their comments:

**BOYD, JACK:** Napoleon, OH. 1974 Silver Smoke, serial #4071670.

**JAKAUS, RICK:** Cotuit, MA. 1976 Daytona Orange, serial #4991076. Bought in 1986 & loved ever since, 80,000 miles, dual plugged. Previous owner airbrushed Armadillos on the battery covers which I still have not gotten around to removing. Other than the dual plugging and armadillos, the bike is original. I love my bike, but I am beginning to spoil it a bit. Looking for a second bike to ride to work when the weather is not perfect, etc.

**KERR, STUART:** Perrysburg, OH. 1975 Silver Smoke, serial #4980892 with 65,304 miles. Purchased in 1990, I'm the third owner.

A big thanks to the following members who sent in a donation with their membership renewals: Howard Cobb, Roger Denning and Steve Rauch.

### **Rally info:**

Date of rally: Sept. 22-24 (Fri-Sun), 2006.

Location: Iron Horse Motorcycle Lodge Robbinsville, NC

Web Site: [www.ironhorsenc.com](http://www.ironhorsenc.com)

Phone #: 828-479-3864

Amenities: Private rooms @ \$80/night; Semi-private rooms @ \$55/night; Bunk house beds @ \$18/night – all with a 2-night minimum. There is space for RV's with hook-ups & camping with Rent-A-Tents available. Homemade meals are offered on the premises along with washer/dryer, pavilion with surround sound, large screen TV, internet service, karaoke, covered bike parking and more.

There will be a ride leader showing us the great roads, maps for your own tour, 50/50 raffle, R90S books for sale along with hats, gloves & fund raising items, door prizes, space for swap meet, 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place plaques for People's Choice bike judging & plaque for Long Distance Rider awards. As of this moment, a club member from the furthest away will be flying in from Munich, Germany (Jorrit Deboer). Have you made plans to attend yet?

I was asked by quite a few members about why the 7<sup>th</sup> & Last Rally wasn't in the MOA magazine. It looks like the new directors of the magazine have some really big shoes to fill. Club

member, Mike Meagher sent in the info for the 7<sup>th</sup> & Last Rally in plenty of time for it to be inserted in the April issue. When it was missing, Mike sent Sandy Cohen's replacement (Vince Winkle) an email asking about the error. Vince's reply was 'It must have fell through the cracks, we'll have it in the May issue. WRONG! Vince again offered his profound apologies and said it will be in the June issue. WRONG again! Apparently, Vince thought that the WCR R90S Rally info from club President, Bill Stevens was the rally Mike was referring to. When Mike again sent him an email about the omission, Vince's reply was a brief: Sorry 'bout that. Hopefully, they will get their act together and we'll have our rally listed in the July issue. I miss Sandy Cohen's group for putting out the MOA magazine (my opinion only).

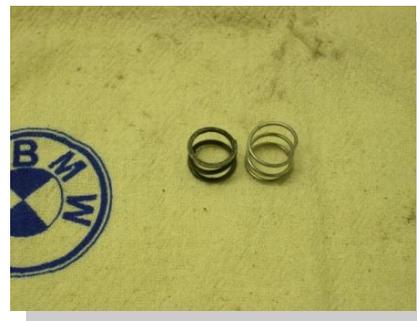
PS: I have received many photos of club member's bikes & there will be a display board set up at the rally site with these photos for all to enjoy. If you would like to have your bike(s) displayed, either bring them with you or mail them to me & they can be added to the collection. Send to: John Yee, 244 Candia Lane, Cary, NC 27519

### *(Tech Tips continued from page 2)*

At this point, we want to make sure the 0-ring is intact. (Was fuel weeping around the petcock area prior to dis-assembly?) There are two detent washers. These are installed so the lever clicks in place every 90 degrees of rotation. Just remember how they were removed and you won't have a problem re-assembling.

One of the nicer updates you can make is to replace the stock spring with a lighter one which will reduce rotation effort of the lever.

**Here the stock one is on the left and one I found at the local hardware that was a hair longer but with less spring tension.**



Now would be the time to replace the o-rings with a new units from the hardware store. If they have the Viton type, use those as they are resistant to fuel. I smear them with Silicone based grease to make them work like new.

*(Continued on page 4)*

## Tech Tips cont. .

*(Continued from page 3)*

Here we're applying fresh grease to the o-ring



And here is the lever assembly with the washers in place and ready to install the spring



And finally we install the new lighter spring

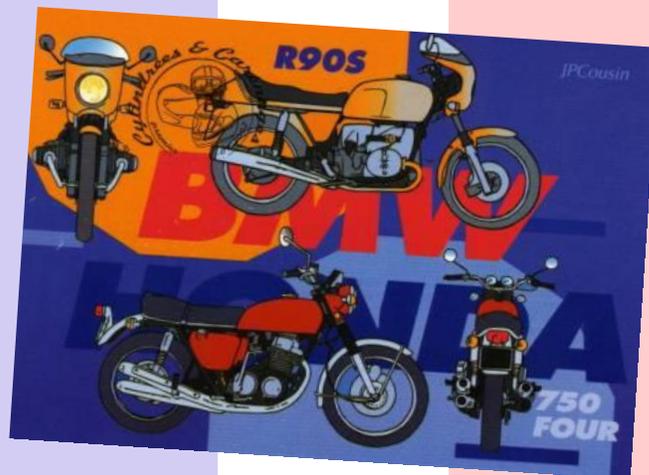


Assemble this back on your bike and see if you're not pleased with the easier lever effort. If you have any questions, please e-mail me:

Classic\_r90s@earthlink.net

## French PostCards

A cool postcard from France from a few years ago.  
Thanks to Kirk Ratzel, European R90s President



## Pictures from the Road

Bogan's Oasis has been owned by a retired couple who for the past 25 years serve up 8500 hand dipped milkshakes a year. They are located south of Lewistown, Idaho on a twisty highway leading to Enterprise and Joseph and Hell's Canyon Recreational area. This is an area you must ride at some point in your life-the milkshake makes it all the more worthwhile!

Cheers!

Bill  
Stevens



## 2006 West Coast Rendezvous Rally Recap (If you missed it-you missed out)

**B**aby let me follow you down”~ down to California that is. Good times, good friends, good ridin’roads. Not a trailer queen in sight, this rally attracts riders some may call bikers. For those who attended, thanks for your participation. For those who missed out, another opportunity is down the road next year. Join us in Washington State, June of 2007 for the next edition of roads less traveled. Its gonna be a hell of a good party and good ridin to boot!

Those in attendance:

Michael Sutherland	Honda Blackbird	Phoenix, AZ
Bill Stevens	R90S Daytona Orange	Bellingham, WA
Ira Jacobowitz	R90S TT Silver Smoke	Oakland, CA
Rick Huemmerich	R90S TT Silver Smoke	Las Vegas, NV
Mik “GS” Herman	Bad Ass GS	Pleasanton, CA
Hans Kaufman	R90S TT Silver Smoke	Oakland, CA
Randy Lum	R90S Daytona Orange	Santa Barbara, CA
Kirk Ratzel	BMW K75	Paris, France
Bill Atwood	R90S TT Silver Smoke	Santa Rosa, CA

Pictures courtesy of Rick Huemmerich



## Member Profile Paul Bates from PA.

**P**aul is married to Shelley and has two sons, Colin and Adam. They live in the northern suburbs of Pittsburgh, PA. He is a Viet-Nam Veteran and has recently passed his 60<sup>th</sup> birthday. Paul continues to work as a Project Manager for an Austrian-owned company providing process equipment and technology for the steel industry.

Paul has been riding for 42 years beginning on a Cushman scooter and a thrifty fifty Honda. A progression of street and dirt bikes led up to a Moto Guzzi V7 sport which let him down mechanically in a big way far from home. It was then he resolved to switch to BMW, having been mesmerized for a couple of years by the Daytona Orange R90S on the cover of CYCLE magazine pinned to his wall.

He has owned his 1975 R90S since late 1977 when it was purchased used with under 3,000 miles from the original owner who was in the midst of a divorce situation. It is now showing 111,000 miles and is proudly wearing a color-matched RS fairing. The fairing was put together out of crashed parts by Cycle World of Barrington Illinois back in 1980 and painted by one of their specialists there based on a photo seen in the contemporary San Jose BMW catalog. The paint job is still fabulous today. Other modifications to the bike include deep oil pan, San Jose Fork brace and triple clamp, lightened flywheel and later model cush-drive swing arm.

The so-called R90 RS has been a great all-around motorcycle used for commuting, sport-touring, track days and the occasional long trip to a BMWMOA National Rally or vacation. The bike was treated to a fresh set of standard size rings and a new clutch at 50,000 miles; otherwise it has not been apart.

Paul first found out about the R90S club when the famous photo of the First and Last R90S Rally appeared on the cover of the MOA magazine. He joined immediately thereafter and has attended about half of the club's rallies since.

Ownership brought with it interest in other BMW products but the longest lived one has been his 1958 Isetta that he has owned for 22 years. A raging 300cc single cylinder engine pulling 800 pounds would not be called swift under any circumstances, but Paul reports that it will maintain 50 mph on the flat and a bit more if gravity and wind assist.

Growing from that Isetta interest a general interest in Microcars developed and he has owned a BMW 600, a 700 Cabriolet, a Messerschmitt and an ISO Isetta. ISO, whose innovative design was licensed to BMW, produced less than 2,000 of the original examples and Paul's was restored to a high standard and shown at the Pebble Beach Concours in 1995. The experience of driving a self restored microcar onto the famous 18<sup>th</sup> Fairway at Pebble Beach got Paul hooked on the event where he has volunteered ever since. Currently he is the Volunteer Chairman of the Media Relations Office for that event.

Another of Paul's interest is vintage motorcycle racing. He has been running a 1971 Yamaha R5 (350cc) in the Historic Production Class with the AHRMA Organization. (American Historic Racing Motorcycle Association – see [www.ahrma.org](http://www.ahrma.org)). A series of races around the country result in a points tabulation and national championships in numerous classes. There are quite a few opportunities to race BMWs in the various classes and the paddock features so many legendary racing motorcycles that a trip through that area is like walking through a living museum. When they are on the track, though, they are far from museum artifacts because they are running hard! Paul is planning to prepare a BMW 650LS for eligible classes next year. Paul says that "AHRMA is a great way to become involved in the hobby and meet a lot of other like-minded folks from all walks of life".



Paul leading the charge on his Yamaha R5



What's cooler than an Isetta?

## Photo Contest Entries

**In** the last Newsletter I laid out the rules for the 1st annual R90s Photo Contest. I thought about it and thought about and of course after we went to press realized that it might be better to list the pictures here rather than the R90s Yahoo Group. Makes things easier I think to keep all your stuff in one place. So here they are. Vote for 1st, 2nd and 3rd place by e-mailing me with the picture #. Winners will be announced in the next Newsletter. Rick Griffith, [classic\\_r90s@earthlink.net](mailto:classic_r90s@earthlink.net)



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3



4



5



6



7

## A few notes by the Ed

Big Ideas come and go in the Griffith household. Like the time I decided that my slalom skiing woes were due to my water ski. Never mind that I stopped practicing like I normally do. Nope the problem was in the ski.

So \$400 later I had a new ski, but I still had the problems not getting around the slalom buoys.

And so it went this past winter as I decided to get a little more oomph out of my R90s. You see last summer, Chris Dobyns (fellow R90s member) and I decided to do the BMW only Track Day at Mid-Ohio during the National Rally in Lima, OH. We had a great day, in fact so much that I came away with a renewed appreciation that I could get around fairly good on a 30+ year old bike when I put my mind to it.



But I was still dis-appointed at my launch out of the turns, owing it to the high rear end gearing rather than the roughly 70hp output of a flat twin fairly well tuned for it's day.

So I set out to find another rear end over the winter and landed an immaculate 32/10 gearbox, fully conditioned and at a reasonable price.

I had it installed the first week of March and set off on a 26 degree Michigan day to see how much faster my "new" bike was. In truth, not much. Yes, there was a little more grunt than before as the revs came on a little quicker. But since I've been riding this bike for a long, long time, I was still shifting the same way (old habits die hard ya know!) , so essentially I was just getting to shift quicker.

On the highway, I was amazed that I lost that one beautiful trait of any old Boxer. That loping gate at near triple digit speeds. The ease of which you can pass just about anything else and feel as if the motor is barely turning.

70mph was now an indicated 4700rpm, up about 700rpm. And the speedometer was now a good 15-20mph off, where before at least it's inaccuracy was at least tolerable.

So the 33/11 box goes back in. Lesson learned.

There's an old saying, "if you want a faster bike, buy one".

Hope to see you all at the 7th and Last

**Rick Griffith**

**Newsletter Editor**

## Who runs this little organization anyway?

**W**ell, 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**



# 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 \_\_\_\_\_

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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.