

The Ameyayokocho District

Bill Stevens, President



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



In a recent trip to Japan, I had the opportunity to visit one of the world's mega cities, Tokyo. Tokyo is one of forty-seven prefectures



and is made up of twenty three individual municipalities or districts. About 12 million people live in Tokyo (more than 10% of Japan's population), making it one of the world's most populated metropolitan areas. On an average day, Tokyo's population swells by more than 2.5 million persons, mostly workers and students commuting from adjacent areas. It's not uncommon for workers to commute 1-1 1/2 hours each way on crowded commuter trains, the busiest and most well developed suburban railway system in the world.

Current property values in the 'downtown' area are estimated at approximately

\$169,000 USD per square meter. As one can well imagine, most of Tokyo is built up with high rise buildings stretching as far as the eye can see. Consider parking-you know, driving your car to a downtown lot and leaving it for the day. In Tokyo, rates are usually based on 20 minute intervals. Park your car for 20 minutes and be prepared to pay \$8-10 USD. Business parking stalls can be rented corporately in the building in which you work for a tidy sum of \$10,000 USD per month! Small rental apartments (have you ever been inside a 20 foot shipping container?) rent for \$4000-5000 USD per month. Yes, the cost of living in Tokyo is beyond most people's comprehension, and the population density in such a small area.

The Ueno district of Tokyo is home to Ueno Station and Ueno Park. Other cultural sites include the Tokyo National Museum, National Museum of Western Art, and National Science Museum. Ueno is in the historical 'downtown' district, a working class area. South of Ueno Station is the Ameyayokocho, a street market district that evolved out of an open air black market after World War

II. To the east is the motorcycle district, 8 story buildings filled with motorcycle shops-lots of shops-enough shops; more than you can browse a day away, all blocks apart. Consider this Tokyo's heaven!

Here lies the heart of the Japanese motorcycle community. There are ground floors and floors in between filled with bikes and accessories. Honda, Kawasaki, Yamaha, Ducati, Triumph, Aprilia, Suzuki & Harley Davidson! (Maybe the dealers here aren't aware that BMW makes motorcycles???) New bikes are ordered direct from the factory and delivered to the customer within 7-10 days of order with zero miles on the clock. It is rare for a new bike to sit on a dealer showroom floor, let alone be ridden by anyone prior to purchase. What you see is what you get; once ridden it is sold as used. Imagine a building with two full floors of helmets, two floors of leathers, a floor of gloves, and two floors of accessories. Beyond that, other floors house separate categories of bikes: cruiser, sport, scooter, motor sport, etc.

The singles Motard market is Japan's largest growing segment in the MC industry dis-

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Special points of interest:

- *President's Message*
- *Tech Tips Galore!*
- *Membership Profile*
- *Iron Horse Lodge*
- *7th and Last Rally*
- *Membership Update with John Yee*
- *Rally pics*

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The Ameyayokocho District
cont. by Bill Stevens

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placing the previous Motor Sport (crotch rocket) market. All of the domestic (Japanese) manufacturers have a wide range of bikes ranging in sizes from 250 to 650 cc's. These bikes are common on the street riding one wheel or two. All are very sophisticated machines not yet available in the USA market. The aftermarket business is huge-individual shops selling performance exhaust and more from floor to ceiling. If you can't customize it, don't buy it!

Beyond Motard, Japan excels in selling basic two-wheeled transportation. Honda "Monkey's" are available new, with gobs of aftermarket accessories to make the little bike's fly on city streets. The classic Honda Super Cub 90 has become the largest selling mode of transportation worldwide. It is not uncommon to see entire families riding these bikes as daily transportation in far more remote areas of the Asian continent. The current 50cc Cub version is available new for the young at heart for 180,000 Yen (\$1800 USD). Better yet, a new Honda Benly 50S provides style and performance for under \$2000 USD. On the other side of the fence, Kawasaki's new ZX-14's are wrapped in plastic awaiting their new owner. Prices are on a par with US markets.

After searching high and low amongst shops, I finally found what I was looking for. A late model B'mer amongst a score of used late model Japanese bikes. The bike was an early 80's model R65, low mileage, an 'S' style bikini fairing, and silver-gray paint with blue pin stripes. The bike was featured as 'Rare' complete with matching luggage. The asking price was an astonishing 650,000 Yen (\$6500 USD)!!! Now imagine a 74-76 model year R90S-a model rarely seen in this market. The cost of inflation alone would indicate a market price somewhere in the stratosphere.....on this day, none were found.

If you are ever in Tokyo, make sure you visit the motorcycle district. In the meantime, take care of your 'S', whether TT Smoke or Daytona Orange. In other words keep the old girl on the road and out of the museum!

Cheers!

**Bill Stevens
President**



A '75 R90s and '49 Chevy owned by Chris Stevens, Bill's brother. See, good taste runs in the family.....ed

**Membership Profile:
Meet Brian and Cathy Horais**

Brian and Cathy Horais have been members of the National R90S Club since 2004. They brought their Red 1974 R90S to the recent 7th Final R90S Rally at the Iron Horse Lodge in North Carolina.

Here's some background on how Brian acquired the R90 a few years ago. He saw the Red R90S in an online advertisement in the IBMWR Marketplace in late 2004 and knew he had to have it. He had recently sold his 1995 R1100 GS and needed another bike to complement his 2003 Yamaha FJR 1300. Cathy likes to ride on the FJR but didn't like riding on the GS - she said it was too ugly (Brian's term is functionally beautiful...) After selling the GS, a lot of Brian's friends in the Washington DC BMW club (BMWBMW) were giving him grief about being a BMW club member and not owning a BMW (they were just envious of the FJR). At least this was the logic Brian tried on Cathy to convince her he needed another bike. It worked!



The bike was located in Southern Maine so Brian and Cathy took a weekend trip with a friend's trailer and drove up to get the RED R90S. Both of their daughters are out of college and on their own, so heading off for the weekend imposed no problems. The bike was in great mechanical condition (recent rebuild on the engine and transmission) but needed some cosmetic improvements. Brian spent the winter of 1994/1995 repainting and restriping some of the body parts, respoking the wheels, reupholstering the seat and making various other cosmetic and electrical system improvements. Integral to the logic for having a vintage motorcycle was the need to have a new vehicle to transport the bike to "distant" meetings.

Brian purchased a Honda Ridgeline in the spring of 2005, after a lot of measuring to make sure the bike would fit. It fit very nicely. The first motorcycle event Brian and Cathy attended with the RED R90S (transported in the Ridgeline) was the Concours vintage bike ride at the 2005 Honda Hoot in Knoxville, TN. The

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Meet Brian and Cathy Horais, cont.

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next event was their first attendance at the 6th Final R90S Rally in Jamestown, NY, followed in 2006 by their attendance at the 7th Final R90S Rally at the Iron Horse Lodge in North Carolina (Great Location – do it there again next year!). Brian takes the R90S out for short “jaunts” on his favorite local roads, but the longer trips are made on the FJR.

When Cathy first met Brian over 30 years ago, she quickly learned that motorcycles were part of the “formula”. Brian

had a Chevy van that held his Penton 125 and Yamaha RD350. Luckily, she liked motorcycles and liked riding with Brian. When their two daughters were young, Brian sold his last dirt bike and bought a Microwave Oven for Cathy (what a guy...).

After the girls were older Brian got the motorcycle bug (again) and bought a used 1985 BMW R80. Brian made a number of trips with the R80, some with Cathy and a few shorter ones with his daughters. In 1995 Brian sold the R80 and bought a BMW R1100 GS. He really liked the bike and did a number of long-distance trips to MOA and RA national rallies. It wasn't until he bought the 2003 Yamaha FJR 1300 that Cathy started riding with him again. They have made a number of trips on the FJR to na-



tional rallies (BMW rallies of all things...) and have really enjoyed the opportunity to see the wilds of West Virginia from a motorcycle. Helmet-to-helmet intercoms are a MUST if you do any two-up riding. A year ago they spent a lot of time on the FJR completing items on the BMW Club's scavenger hunt. Brian came in 4th on the Scavenger hunt – not bad for a motorcycle club with nearly 600 members. Cathy likes riding on the RED R90S, but only for relatively short trips. She really enjoys trips on the FJR and looks forward to a trip to the Harley Factory in York, PA this fall before the weather turns too cold (they both have electric vests).

Brian works for the Federal Government as a Program Manager at the Defense Advanced Research Projects Agency. He says he works on space technologies but can't say much more than that. Cathy recently “retired” as a nurse at an Internal Medicine office and is enjoying having the time off to travel with Brian and visit their daughters. Brian and Cathy live in Oakton, Virginia – a suburb of Washington, DC.

New BMF appointments



HARRY LOUIS

Until his retirement at 60 in September, Harry Louis was a member of the staff of *Motor Cycle*. He had been a full-time motor-cycle journalist, except for the war period, for over 36 years. He joined the staff – instead of continuing his studies in commercial law – in 1947, but, with the outbreak of war, went into the army. He served for seven years with the King's Royal Rifle Corps and the REME, latterly with the rank of Major at the War Office. On returning to *Motor Cycle*, Harry became assistant editor in 1948, editor in 1951 and editor-in-chief in 1968. Now he is freelancing and continuing his close connections in the motor-cycling field as a member of committees of the RAC and ACU. Although he has always followed competitive sport closely – and he has taken part in every branch of it except road racing – his preference has always been for long-distance road riding with pass-bashing on the Continent as the highlight. He is an acknowledged authority on the highest road passes, and the lesser-known, high-altitude military and cattle tracks in the Alps. He is probably the only enthusiast to have ridden a bike into the crater of Vesuvius (Aval, 1938).

July shot of Harry Louis at the BMW Test Track near Munich when he became the first journalist to ride the prototype 1000 cc R90S model (disguised as a standard R75). Behind stands Bob Lutz, Sales Director for BMW cars and motorcycles at the Munich headquarters, from whom the bike was borrowed.

(Revised)

Bob Lutz (standing), the Father of the R90s with Harry Louis, Longtime Editor of *MotorCycle* magazine. The pic shows Harry in a 1974 article on a prototype R90s disguised as a R75/5. Thanks to **Peter Simms** from the U.K. for the article.

Membership Update John Yee, Treasurer and Membership Chairman

As of this printing, we have 141 club members in good standing with 6 additional new members since our last newsletter.

New members with their comments:

FAIRE, SHANE: Point Clear, AL. 1975 Daytona Orange, serial #4980618 with 44,828 miles.

FALLAR, TIM: Cornelius, NC. (Joined during the 7th & Last Rally) 1974 Silver Smoke, serial #4070998. 34,000 miles, electronic ignition, steel brake lines, handlebar end mirrors.

GILBERT, CHARLES: Boyertown, PA. 1976 Daytona Orange, serial #4990954 with 74,744 miles. Mufflers & mirrors not stock, however, all original parts were included in a large cardboard box.

MIMS, MATTHEW: Burnsville, NC. (Joined during the 7th & Last Rally) 1975 Daytona Orange, serial #4980076 with 100,000+ miles; fork brace & gators. Recently resurrected from accident, a good save.

NYBERG, CARL: Asheville, NC. (Joined during the 7th & Last Rally) 1975 Daytona Orange. Rear sets, San Jose brace.

SCHUMACHER, JOHN: Margate, FL. (Joined during the 7th & Last Rally). 1975 Silver Smoke, serial #4980133.

General information for club members: As a chartered club of the BMW MOA (Charter Club #67), there are some benefits available to us.

We receive a classy bronze medallion every year. This medallion is affixed to the Long Distance Rider plaque that is given out at the R90S Rallies.

Our club is listed in the *BMW Owners Anonymous* and on the *BMW MOA* website.

BMW MOA composes *Club News* on the basis of information sent in by chartered clubs. This could be club histories, newly elected officers, etc.

Free advertising for our club's main event to be listed in the *When & Where* section.

Our club may also advertise our main event with a five-inch insert advertisement in the *BMW Owners News*.

Each club member in good standing is entitled to a \$1.00 discount on his/her annual BMW MOA membership (this applies to Primary Membership only). This must be done thru the R90S Club. Each year, at a time of our choosing, we can send to the BMW MOA office a list of club members who would like to renew their memberships, along with the corresponding amount of

new their memberships, along with the corresponding amount of discounted dues. The membership of each person on the list will be extended one year from the renewal date of that person. If any club member wishes to use the renewal discount, I will handle all the paperwork.

Other Announcements:

This was in the Oct. 2006 of the BMW ON magazine: Congratulations to current club member Karl Duffner for his award during the Vermont MOA Rally. Karl received an award in the Vintage Display for his 1954 R68 in the Vintage Twins Class and special recognition for his "tricked-out" 1974 R90S.

Club member Peter Simms at email address:

PLSIMMS@TISCALI.CO.UK would like to know if there are any more Tamiya 1/6th scale models of the R90S available. Please send a reply to either myself or Peter if you can help him out with this model. His model has sustained damage and he would like to find another one.

2007 8th & LAST RALLY INFO

With an overwhelming response by participants of the 7th & Last Rally, we will again be hosting the 8th & Last R90S Rally at Iron Horse Motorcycle Lodge.

The rally has been scheduled for **Sept. 21-23, 2007**. All the rooms have been held for our group until 2 months prior to the rally. Then they will be available to non R90S club members. All rooms require a two day minimum stay. There are 6 rooms with private bath at \$85.00 per night; 6 rooms with a shared bath, porch & creek view at \$70.00 per night; 6 rooms with a shared bath, no porch & mountain view at \$60.00 per night; and 9 bunk house beds at \$20.00 per night. Camping, using your gear is available at \$12.00 per night, bath towels supplied. Prices are slightly higher if you want to rent their tents and sleeping bags. These are approximate rates; call Iron Horse for firm prices. As per our last rally, call now to reserve your room, they will sell out fast. Ask for Tammie at 828-479-3864 for reservations. You can also see the Iron Horse website at: WWW.IRONHORSENC.COM for more information.

As of now, we have decided to hold the rally fee at \$20 per person with one night of camping included so for those of you that are adventurous and like to wake up in the middle of the night to go potty using a flashlight – this is for you! Sorry, no discounts if you are normal and want to reserve a real room. We will again have the use of their garage for overnight (R90S ONLY) parking. Everyone at the rally also had a great time watching the movies at night in the pavilion. If you want to watch "ON ANY SUN-DAY" again during the rally, please drop me a line (DU CJYEE@YAHOO.COM) and if there is a big demand, I'll

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Tim and Patty Fallar's Excellent Adventure Having Fun at the Iron Horse

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bring my DVD back to Iron Horse for another run. We will also have a Tech Session, 50/50 Drawing, Door Prizes, 3 plaques for People's Choice and a plaque for Long Distance R90S bike ridden to the rally. Rumor has it that our fearless President (Bill Stevens) from Washington State will be gracing us with his presence at this rally. There will be more updates about the rally in upcoming newsletters. Again, don't wait to make those reservations and let's hope we get an even bigger turnout next year.

Members: We would appreciate it if you can send in your \$15.00 membership renewal by Dec. 31, 2006. Your expiration is shown on the last column of the rosters. Thanks for

Having Fun at the Iron Horse

For all of you who watched the Fallars' departure from The Ironhorse motorcycle lodge a couple of weeks ago... we live to tell you that we did indeed make it home safely. However, making it home did entail a rental car and one less bike than when we left that morning...

Now, many of those who attended the rally are probably thinking that that back tire of Tim's R90S had given out for sure... it did not. Some of you who were still there and witnessed our departure may be thinking that perhaps another mishap with Patty's tank bag was the cause of an injury to their /5... it was not. Even the relentless deluge of rain was not a factor... well, not for the riders anyway. It did appear, however, that it may very well have been too much for our beloved R90S to handle. As new members of the R90S club we thought it would be a fitting story to share and give us the opportunity to let you know a bit more about us.

To begin, Tim has owned and ridden a 1972 R75/5 BMW for most of his adult life. When I met him I had only ridden as a passenger. In June of 1991 his brother, George, gave me the title to his 1976 Yamaha Seca as a wedding gift with the promise that I get licensed, which I did. Shortly there after, we made a trip up to New Hampshire for the Laconia bike week. It was an incredi-



ble weekend and of course it rained the whole way home. Hence, my first (but apparently not my last) experience with black leather dyed hands...

Over the years our couple riding events grew fewer and farther between so when we moved to North Carolina we decided to leave the Yamaha with a neighbor in New York. Something we both came to regret. It was not long before we started talking about getting a second bike, something perhaps that would be more suitable for riding two up. A trip to Yosemite this past spring inspired us to start looking for such a bike. With Tim's love of all things BMW it was certain the bike would indeed be of this make. Sure enough, Tim had had his eye on a RT1200 for some time and he thought renting one for our trip to Yosemite would be a good road test to see if the bike 'fit' us. While it was a nice bike for the trip we came home with the decision that the RT1200 was *not* the bike for us.

When Tim saw the R90S rally in Stecoah, NC listed in the BMWMOA ON we agreed it would be a good chance to check out a bike that may be a better fit for us. What I would soon learn is that the R90S is Tim's dream bike and signing up for the rally rekindled a desire to own one of these fine machines. He started to browse the Internet and discovered one up for bid in mid August. Much to our amazement we ended up winning the auction and now owned a 1974 R90S! Tim rode it to work nearly every day thereafter and it seemed to be up for our trip to attend the rally in the Smokey Mountains. We made a list of things to bring, i.e. gear and spare parts, and what questions to ask of members who would undoubtedly have essential information and advice. We read websites about Deal's Gap and the Tail of The Dragon that added to our excitement and as the time for the rally grew closer we diligently watched for local weekend weather reports. And so our rally adventure story begins.

We started out on a partly sunny Friday morning in Cornelius, NC excited for the adventure that lied ahead of us. The weather forecast called for late day rain in the Smokeys that were said to clear early Saturday so we made sure upon packing that our rain-gear would be easily accessible. We hit the rain around 2 PM just south of Asheville and an hour and a half later in torrential rain we were very happy to finally arrive at the Ironhorse motorcycle lodge. We unloaded our gear and set up camp in between the downpours trying to keep sleeping gear and other dry things from joining the saturated pile. After changing into dry clothes (and socks!) we headed for the lodge and hung out with fellow riders while streams of motorcyclists (pun intended) continued to arrive throughout the night with no sign of a break from the rain. Aaah yes, there is nothing like the sound of rain on a metal roof!

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Tim and Patty Fallar's Excellent Adventure cont.

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As all that attended remember, Saturday morning came with promise of more of the same... rain. The lodge slowly filled with disbelieving eyes that kept watch on the weather channel in the hopes of a break in the massive storm front. By mid-morning groups of riders assembled in shifts and took to the wet roads with no wavering. We attended the tech session and set out on a group ride later that morning. Miraculously, morning clouds gave way to a mid-afternoon appearance of the sun (brief as it was) and rumors of dry roads made their way back to camp. But hopeful thoughts of clear skies for the duration of our stay dampened when the deluge continued throughout the night. Sunday morning misery found company with fellow campers who discovered that while their tents may have been waterproof, they certainly were not submergible!

We packed and broke camp in much the same way we unpacked and set up... between rain spurts. We attended Sunday morning prayer service as Tim thought it would boost our spirits for the wet ride home. It was a most heartfelt service and we felt ready to take on the last leg of our journey. Just west of Asheville we stopped for gas and praised the end of the rain. Aside from a little road splash it seemed we had clear skies ahead. Of course things are typically never what they seem... As we got ready to leave the station I made a bonehead maneuver and lost my balance on the /5 and put it down on its side. As if this couldn't be embarrassing enough, the tank bag pressed on the horn announcing the goings on to everyone within earshot. Seeing gas leaking onto the ground and feeling the eyes of our audience I tried not to panic as Tim and I up-righted the bike. After taking a minute to regroup (and collect my composure) we were both glad to be on the road again.

A couple of exits further east on I-40 we were slowed down with thickening traffic. Tim pulled up beside me and said he needed to pull off, something was not right. We rode the exit lane and pulled into a restaurant parking lot. Assessing potential causes for the bike's bogging, Tim pulled the right side plug and found it was fried, burnt to a crisp with metal particles affixed to it. Not a welcoming sight for a fairly new plug! He replaced it with one of his spares, fired up the bike and did a lap around the parking lot. We were not surprised that there was no change in the bike's performance. We asked the manager of the restaurant if we could leave the bike and some gear with him in order for us to make the trek home on one bike, but the responsibility was too great of a request. He did, however, refer us to a Farmer's Market located in the adjacent lot that has 24-hour security. (What angels lie around us...) The guards at the security booth were only too happy to comply with our request to stash the bike. They helped us locate the closest car rental service and watched

our gear while we trekked less than 10 miles to the airport (the only place open on Sunday to rent a car). We piled the gear into the rental and an hour after we pulled off with a troubled bike we were on the road again, Tim on the /5 and me in the rental. We returned home with no further mishap, and were further bestowed favor when the friend who was dog sitting for us not only brought our pooch home, but also brought us dinner, BBQ ribs. There truly is no place like home!

Tim was able to borrow a pickup from work the next day, Monday, and so we headed back to Asheville to return the rental and retrieve the stranded R90S. We had straps and a ramp and probably could have tackled the bike into the bed of the truck by ourselves... but once again we had a divine intervention. A strong, young fellow who had loaded a motorcycle or two into the bed of a pickup before gave us a hand loading the bike in the truck bed and good guidance in tying it down, wanting nothing in return but a handshake. We made it home and are still evaluating the probable causes for the R90S' woes.

Now, some of you that did not attend might very well think that the rally was a washout. And there may even be some members that were at the rally that feel the event was a disaster. But it certainly wasn't for us. If the weather had been better we may not have had the opportunity to meet and talk with as many of you as we did. We met some great folks, shared some great stories and truly believe the rain contributed to the time remembered. There is an email going around explaining why people come into our lives... for a reason, a season or a lifetime. If we met you during this trip it may be for one of these purposes. Which ever it may be we look forward to the next season we find reason to ride and get better acquainted with you all. Although we wouldn't mind it a bit if it were a less rainy season!

Tim and Patty Fallar



7th and Last Rally pics by John Yee, Cathy Horais, Rick Griffith



A few notes by the Ed

This was one to remember. As Club Secretary Norm Delezenne and I discussed going to the 7th and Last together, it soon became apparent that trailering the bikes down was really our only option.

Vacation time was hard to come by so a scant four day weekend (just enough time to see a few things around Robbinsville, NC) was all we were going to get. So we loaded up the truck and moved to Beverly as they say.



Once we got to Iron Horse Motorcycle Lodge in western NC, I think we were both amazed at what a nice place this was. I've camped in dumps and slept in motels that were better suited for camping, but this place was gorgeous. Nestled in the hills just east of Deal's Gap, Iron Horse was just a stone throw's away from some of the best riding in the area. Deal's Gap of course, Cherohala Skyway, northern Georgia and the Blue Ridge Parkway. Nothing could dampen our enthusiasm as Norm and I unloaded the bikes. Well dampen was the right word, because for the next three days it rained and rained and when it was done, well it rained some more.

On Friday I decided to lead a ride over to the Cherohala Skyway, excited about finally getting to ride my S on it. Wasn't bad at the beginning, but as we approached the Tennessee border fog settled in and settled in HARD. I kept going, doing what a natural born leader should do, but alas, the finish line of Tellico Plains was not to be and several brighter members than myself convinced me to "head back".

Not to worry, we all made it back. Some a little more soaked than others. That night at the lodge we were treated to the movie 'The World's Fastest Indian' with Anthony Hopkins. Not to be outdone, John Yee our esteemed Club Treasurer brought his DVD player which allowed us to watch "On Any Sunday" the next night. Folks, with dollar bags of popcorn and 30 R90s enthusiasts around you, it don't get no better than that.

Yep, three days of rain and nothing but Silver Smoke and Daytona Orange. Doesn't get much better than that.

On a short note, John Yee will be e-mailing out the latest Club rosters and if your expiration date is 2006, PLEASE send in your dues by the end of the year.

Rick Griffith, Newsletter Editor

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



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.

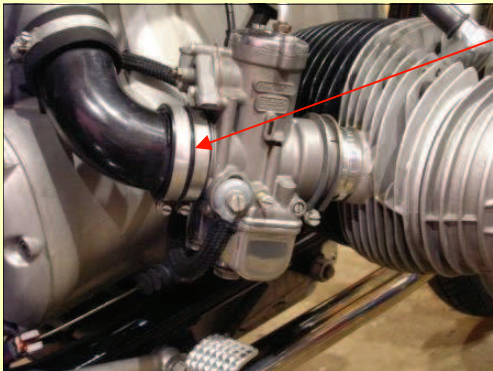
Tech Tips, adjusting those Dellorto pumps by Rick Griffith

Now those Dellorto's are marvelous carburetors. We all can be amazed at the incredible flexibility found in these marvels of Italian ingenuity. Essentially a racing carburetor, infinite tenability makes these perfect for our beloved R90s.

Today, we're going to attempt to adjust the accelerator pumps themselves, which are crucial to engine performance.

The accelerator pump is responsible for supplying a small amount of fuel just after the throttle is raised so that with the large inrush of air, the perfect mix of air/fuel is maintained. It does this via a ramp on the throttle slide. As the throttle is opened, a lever pushes back on a pump diaphragm which in turn forces fuel through a jet and into the carburetor throat. The nice thing about this, is we can control how much fuel is to be sprayed per stroke. The standard measurement is **6cc per 20** full throttle openings. (6cc and 6ml are the same)

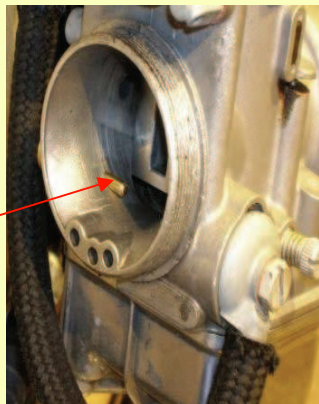
First we want to remove the air horns from each carburetor:



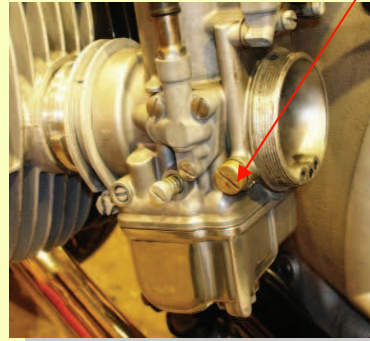
Next we will locate the pump jet, the part responsible for spraying fuel into the carburetor when we open the throttle.

Now would be a good time to check that the jet is clear. As you open the throttle fully, look here to see if a stream of fuel flows into the carburetor.

Make sure your petcocks are open AND you have fuel!



Next we will want to remove the pump jets. Here's the left carburetor which is easier to access than the right side. Turn clockwise to remove.



Here's the parts you will need:

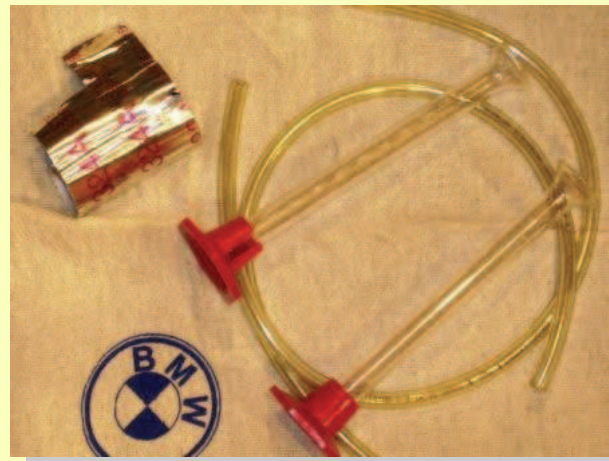
2- 10ml graduated cylinders from Sargent-Welch. One for each carburetor. I recommend Pyrex and don't use plastic. Go here:

http://www.sargentwelch.com/product.asp?pn=WLS24667-BE_EA&ss=wls24667-be

They're about \$5.00 each

2- 16" sections of clear plastic hose. 5/16" o.d x 3/16" i.d.

2- 1" square sections of aluminum tape, used to cover the holes on the inside of the carbs where the pump jet enters the carburetor throat.



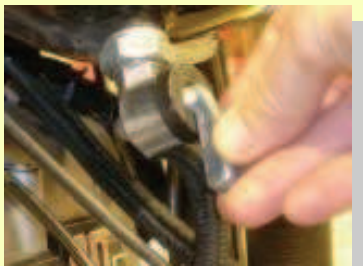
Tech Tips, adjusting those Dellorto pumps by Rick Griffith, cont.

Procedure:

- ⇒ After removing both right and left pump jets, insert each piece of aluminum (or suitable material) tape over each pump jet hole on the inside of each carburetor. This forces fuel into the hoses rather than into the carburetor.
- ⇒ Then insert the plastic hose into each pump jet hole from the outside of each carburetor. If you use the correct hose, you will get a leak free seal.
- ⇒ Drape the hose down and insert into each 10ml graduated cylinder. It should look something like this (left carburetor illustrated).



- ⇒ Turn the petcock's on. You want to make sure fuel is flowing freely to obtain accurate readings.



- ⇒ With both graduated cylinders attached, and the fuel petcocks open (you have plenty of gas don't you?), open and close the throttle completely 20 times. This will pump fuel into each cylinder, both at the same time.
- ⇒ Remove each cylinder from the hose and see what the level shows. This one shows a little more than 5cc's. We want 6 cc per 20 strokes, so we loosen up the pump adjustment screw and rotate the adjuster counter-clockwise 1/2 turn.



- ⇒ Adjust each carburetor to read as close to 6cc's per 20 strokes. Repeat a few times until you get accurate readings for each 20 stroke cycle of the throttle.

The nice thing about this procedure is that no fuel is wasted. After each round of testing, simply measure the fuel in each cylinder and dump back in the fuel tank. You also don't squirt raw fuel into the carb which is ultimately wasted in other pump adjustment procedures.

I find that 1/2 turn of the pump adjustment lever either way changes the level about .5cc's. Remember that turning the screw clockwise lessens the pump stroke and therefore reduces the amount of fuel squirted for each throttle opening.

I recommend starting with the pump screw showing about three threads after the locknut is tightened down. Let me know how you do or if you have any questions.

Now, go enjoy your perfect running bike and sleep better knowing that **Mobil/Exxon** is a little less rich from your efforts.

Rick Griffith classic_r90s@earthlink.net

Brake Bleeding a Different Way

Brake bleeding in a **Different** way.... We all know that bleeding your brakes can be a pain in the butt and we all know that you should change brake fluid once a year. What follows is a brake bleeding method that I have been using for years. I call it the "Reverse Flush". So here we go....Purchase a simple oil can, lever and pump type from your local cheap tool supply store. Capacity about one pint. Make sure it is not coated or painted on the inside.



Parts Needed:

- 1 - Simple oil can from a hardware store
- One foot of clear plastic fuel line (6mm i.d.)

Select one that is just bare metal, since it has to be brake fluid compatible. Next pick up a foot or so of clear plastic fuel line. (6 mm inside diameter.) Total price should be less than ten dollars.

Clean out your brand new oil can with brake cleaner and then pump some clean brake fluid through it. We all know that when air is mixed with a liquid, the air naturally travels to the top.

Then why are we using the traditional way of forcing air down against its natural law of physics?

Now we are getting to the actual bleeding process. Hook the fuel hose to the oil can nozzle and the other end to the brake bleed nipple on your caliper. Open the nipple one turn and start pumping. With the master cylinder cap removed, keep an eye on the brake fluid level, as it may overflow. Take a syringe and remove the fluid as needed. Do not reuse the old brake fluid! Next, switch to your other front caliper and repeat the steps. That's all, and you should be done with your brake bleeding job. Store your brake bleeding contraption in a Ziploc bag and mark it "Brake Fluid Only".

You will need it again next year.

Note* This method may not work with the newer bikes with ABS, power assisted brakes or when used with Speed Bleeder nipples.



Good Luck!

Ride Safe,

Rick Huemmerich

Get yer Dellorto Cables Here

Your bike is 30+ years old now and you've STILL got the original throttle cables? Eventually you're going to get stranded with a frayed cable. Do yourself and your wrist a favor. Replace them!

Motobins in England offers oem style (and fit) cables for our stock curved inlet Dellorto's. No more modifying new cables meant for straight inlets, these offer oem fit and finish.

I installed a set last week and it took only about 1/2 hour. Get yours today! motobins.co.uk. Do a search on part number 35350 and you'll be all set.

Rick Griffith, ed



Charlie's Bike by Bill Stevens

I first met Charlie Dorn in Spokane, WA at the 2004 National BMW Rally. Charlie rode in on his 75' R90S wanting to place the bike in the vintage display. If I recall, we had 15 or more R90S bikes on display that year, making up the largest portion of the vintage display organized by Jim Falk. Charlie was wearing vintage leathers and a pair of Bates boots. His bike barked each stroke as a result of short aftermarket mufflers.

Little did I know that Charlie was a living legend in the Spokane area? Charlie spent most of his time as a trial lawyer. The rest was spent racing motorcycles and high performance cars on track and road. His 75 "S" had been stored in his garage for the past 10 years. To the best of my recollection, Charlie acquired the bike through Jim Plunkett, who in the early 90's was a BMW dealer in the Spokane region. The original owner, Peter Dieterich, purchased the bike through BMW of Denver, Co. in August of 1975. The bike was serviced at 585 miles by BMW of Denver and again at 4763 miles by Rocky Mountain Motorcycles.

As it turns out, I purchased Charlie's bike in the fall of 2005 with little more than 10K on the clock. The original plan was to refurbish the bike into an "RS" model machine. Charlie had previously purchased "silver smoke" RS fairing from St. Louis BMW Motorad with full intentions of making the "S" a sport touring "RS". Ray Atwood's Cycle of Vermont changed all that by painting and pin-striping all the original body parts in original silver smoke trim at my request. In short, I had a tough time turning an "S" into an "RS".

Charlie's bike has been returned to its original factory OEM condition. A few modern day modifications have been made or added to suit my riding style. Modifications include:

- San Jose Fork Brace
- Progressive Front/Rear Springs
- Billet Aluminum Intake Venturi's
- Metzler Lasertec Tires
- Thunderchild Diode Board
- NKG Plug Wires/Caps
- K&N Filter
- EBC Brake Linings
- Stainless Steel Brake Lines (front-to be installed)

Charlie Dorn continues to reside in Spokane, WA and remains a member of the R90S Sport Owners Club.

Charlie and his bike are alive and well, looking forward to the 21st century "on the road!"



What to Do?

An older motorcycle always presents a conundrum for the owner in terms of a decision as to what should be done with the bike.

When that motorcycle happens to be a 1974 R90S with both owner modifications and some odd apparently factory mods that challenge gets even greater.

This machine was equipped with a Vetter fairing with mismatched lowers and Bing carbs! It also had saddlebags of somewhat questionable vintage and mounting style. At some point in its life a previous owner had replaced the seat with a black and purple monstrosity never mind the passenger's back rest!

I found my 90 on a Saskatchewan farm in 1998. The need for some TLC was apparent but I thought for \$2,500 it was worth having. Just how much TLC this bike would need was not immediately apparent however but it soon showed up when while riding it home the clutch cable broke at the handlebar end while slowing for the last stop sign before arriving at our summer home.

The serious side of the problems showed up in 1999 when the shop I ride out of lost its BMW dealership and what I assumed were routine parts orders dragged out month after months with the wrong parts arriving again and again. Finally the bike was home and I could hardly wait for the coming summer.

In the summer of 2000, while cleaning the rear wheel I suddenly felt it move sideways about ¼ inch. A previous owner had disassembled the rear hub, managed to get the bearings out and then reassembled the hub with the Timken bearings in backwards and under no tension.

A winter of storage again, but with a cousin who works with metal like most folks work with butter created a "fix" for the wheel. Kenny milled the hub out and pressed in a sleeve of the correct diameter for the timkens and one problem was solved. Hurray I could ride her but it would be have to be next year.

The summer of 2001 I planned on participating in the BMWMOA rally but an airplane crash and the subsequent search kept me away from the machine in July. In August I finally got to stretch her legs a bit with a run to Montana for the Beartooth Rally. Coming home, inspired by a rider on an new R1100RS I let the bike run and we motored the 610 miles home in one day. Yippee I had a BMW and she was strong and had long highway legs!

The summer of 2002 was the big trip – from Saskatoon Saskatchewan to Trenton Ontario for the BMWMOA International Rally. The bike ran well – a few more electrical gremlins showed up and at the end of the journey she went into the garage and into her now familiar corner with little fanfare or attention.

The summers of 2003,4,5 and 6 came and went. A Suzuki Intruder LS 1400 joined the fleet and the 90 patiently waited.

In September of 2006, the opportunity for a family trip to British Columbia offered the chance to go through Calgary and an idea was born. Anderwerks, one of the premier BMW rebuilders in Canada is in Calgary so here was the chance to drop my 90 off for a winter's reworking.

Arriving at Anderwerks on September 29th I was initially disappointed to discover that there were four bikes ahead of me awaiting a rebuild and that my hopes for a one year turn around were just about non existent. However, a conversation with Dave Anders quickly returned me to my optimistic state and with a bit of luck, in the summer of 2008 I will be able to pick up my end to end rebuilt, brand new 1974 Smoke BMW R90S

Little question about it, and I hope my fellow R90S owners and riders will agree – this is one machine that is worthy of more than a trip to the scrap yard even at her advanced age.

Bert Rose

Our heartfelt condolences go out to the friends and family of club member Steve Rauch from Niceville, FL.

Steve recently passed away from heart failure and dearly loved his BMW motorcycles.

I had the pleasure to meet Steve at the MOA Rally in Charleston and he was a very nice gentleman.

He will be greatly missed.

God Bless Steve.

John Yee