

NATIONAL R90S SPORT OWNERS CLUB

SPECIAL: Post R90S Rally Edition
Volume 1 Issue 4 Aug. 2009

In this issue: Pgs

R90S Rally-Brian Horais
1-4

R90S Rally-Ken Claus
4-5

Café Racer Project-Peter Herbert
5-9

Update & Tips-John Yee
9-10

9th & Last R90S Rally & the 2009 BMWMOA Rally in Gray (Johnson City), Tennessee

By Brian Horais, club member

They say some things age well. Judging from how well the **Daytona Orange** R90S looks in between a K1300 GT and a Honda ST1300 lined up outside the rally registration site, (photo below) I would say that the R90S is wearing its age extremely well.



(Photo by Brian Horais)

I am Brian Horais, a member of the National R90S Sport Owners Club. My wife Cathy and I attended the rally, worked the BMWMOA registration 'desk' for three days & helped John Yee set up the R90S rally tent next to the BMW Vintage Bike display area. John asked me to provide my view of the rally, so I thought it could best be done with pictures & words.

Overall rally attendance was very high, with more than 8900 registered attendees. This was the second largest BMWMOA national rally to date, exceeded in attendance only by the rally held in Vermont a few years ago. R90S attendance was very good as well with over 20 in attendance & lined up for the club & vintage motorcycle judging. John Yee made arrangements to have the R90S club set up its tent near the BMW Vintage Display building. Cathy & I were at the rally early so we set up a small tent to claim the space. The Vintage Display organizers were very happy to have the R90S bikes on display both inside & outside their building. There is no doubt that the long line of R90S motorcycles was a big draw for visitors to come by & see all of the vintage motorcycles. John pointed out that the Vintage Display organizers felt they were put in a dead area & not as important as other rally displays so it was refreshing for them to have our R90S group there.

If you looked from the hill adjacent from the Vintage Display area (see photo, next page), you got a feel for the number of campers that attended the rally. With over 8900 attendees, the tent areas were sprawling & took on a life of their own. The Airheads Club had their tent, complete with couches. An Airhead club member told me that the Airhead Club visits the local Salvation Army & purchases a few used couches when they set up for a rally. When the rally is over, they donate the couches back to the same store. Sounds very efficient, just what you would expect from airheads. But I digress & should shift back to the R90S rally.

Compiled & edited by John Yee. You will see that this newsletter has a different format because Rick Griffith is on a much deserved break & I am not as handy as Rick when it comes to putting the newsletter together with all the fancy inserts and contents. Do we have a volunteer to assist taking this over for a while? Please let us know if you'd like to try it.



View of the R90S display outside the vintage display (Photo by Brian Horais)

Once again John did an excellent job organizing the event & bringing the club store along with his spotless R90S in the back of his pickup. Borrowing some information from John's thank-you e-mail, there were a number of others who contributed to a very successful 9th & Last R90S rally at the BMWMOA National:

- **Larry Meeker** donated some very nice custom printed club shop towels given to every R90S owner with bikes on display.
- **Tim & Patty Fallar** helped staff the booth & donated (6) one pound bags of custom ground coffee as door prizes.
- **Brian & Cathy Horais** helped at the booth, set up a rain/sun shelter & donated an R90S acrylic block which generated more income to the club!
- **Ken Claus** helped at the booth & brought the club banner.
- **Bob Herl** donated custom-made

BMW-logo kick stand plates.

- **John Yee** donated ear plugs to every rally attendee.

John is still going thru the receipts but it looks like the club was able to put over \$1100 in the treasury. The club also picked up 10 new members & 4 renewals. He reported that the club sold 10 sets of venturi tubes, 5 shirts, 10 hats, 3 books, water, lapel pins, etc.

Judging results: There were two separate judging events going on almost simultaneously. Four R90S bikes were entered in the BMWMOA vintage bike judging along with over 50 other very nice vintage BMWs. I had my uniquely painted red 1974 R90S lined up next to John Yee's spotless Smoke Gray R90S inside the Vintage building. I had to give John some grief about his bike so I complained that his aluminum rims were so shiny that they looked like chrome. John just smiled & proceeded to coach me on the finer points of the R90S by pointing out which of my bolts & fasteners were installed incorrectly. I bow to the master.



R90S's in the BMWMOA Vintage Display (Photo by John Yee)

Just outside the Vintage Display building the R90S club bikes were lined up for the club judging.



Left to Right: Todd Trumbore (Harleysville, PA), Johann Kasper (Clinton Twp, MI), Karl Duffner (Bristol, PA) & Peter Schwarz (Holland, MI) enjoying the R90S camaraderie. (Photo by John Yee)



Tim Fallar in a pensive mood, surveying the bikes. (Photo by Peter Schwarz)

When the judging results were announced, John not only won the R90S club 'best of show' but won the judging for the best R90S in the BMWMOA Vintage Bike judging. Nice going John. You can see Ken Claus presenting the R90S club award to John in the photograph below.



John Yee (Cary, NC) receiving the 1st place award from club V.P., Ken Claus (Photo by Peter Schwarz)

Rice Byerly, who joined the club just prior to attending the BMWMOA Rally was awarded 2nd place with his beautiful **Daytona Orange** R90S.



Rice Byerly, (Kernersville, NC) receiving the 2nd place award. (Photo by Patty Fallar)

The big surprise of the R90S rally was the appearance of 'Wild' Bill Carson on his R90S with handicap license plates. Yes, I did say handicap plates. Bill was very happy to be at the rally & was jubilant when he won the 3rd place award.



Jubilant Carson & handicap plate (Photos by Peter Schwarz)

All in all it was a very memorable 9th & Last R90S rally. The Friday rain was kind & only presented a brief inconvenience. The array of motorcycles in attendance at the BMWMOA National Rally was impressive, with the most impressive bikes being the beautiful R90Ss on display at our rally.

Even the camping accommodations were deluxe for those who arrived early & were able to camp in the covered livestock pens. The only drawbacks were listed on the sign prominently displayed at the entrance to the deluxe camping area. I think I could have handled the absence of beverages (the beer tent was just down the hill). I'm not too sure I could have handled the requirement to remove certain materials to the end of the building.



'Remove Manure' sign at indoor motorcycle camping (Photo by Brian Horais)

Until the next "Last R90S Rally."

Brian Horais



(Photo by John Yee)

The 9th & Last Rally

By Ken & Raymonde Claus

The time had arrived once more for all the R90s's to meet in one place. This year we decided to gather at the 37th National BMWMOA rally in Tennessee.

Raymonde and I arrived on Wednesday

and checked things out at the site on Thursday. It was a pretty huge area & it took a while to find the vintage hall. But after going down one hill & up another a few times we finally found it. We looked around and decided how to set up the R90s display of bikes. John & his friend arrived later that afternoon. He unloaded his bike & we got organized. We had a small tent under which we set up the table to register members & to display our 'store' & it worked real well.



(Photo by John Yee)

The first day was a mixture of different BMWs mixed in with our group. On Friday it was sight seeing day. We took the Z3 BMW car, not the R90s this time & with the top down & the warm sun, we did the Hot Spring loop which was about 130 miles in length. The roads were great with a lot of S & even some 180 degree turns. The top went up & down a few times because of the rain. It was a very nice drive. My wife loves the mountain roads. We returned 'home' around 1PM.

I took over for John so he could venture around. Tim and Patty Fallar stopped by to help along with a few other members. We had a steady flow of people checking our display & purchasing club items. Time went by very quickly & we closed up shop for the day at 5 PM.

Saturday I actually got up early to arrive at 7 AM & proceeded to mark off a section in front of the Vintage Display building. People started riding in & the R90s area

filled very quickly. For a while I thought we were going to have all Daytona Orange bikes but in the end it evened itself out. Later on, it was time for the awards. Patty Fallar took care of the ballots. The People's Choice 1st place went to John Yee (surprised?), 2nd to Rice Byerly, both from N.C. & new member Bill Carson from Texas took 3rd. Next the long distance award went to Bill Potter from New Hampshire. We had perfect 78 degree weather & all went like clockwork. I enjoyed seeing old friends & meeting new ones. And to end it all, door prizes. All who entered the R90s rally were given a Florida BMW Club shop rag donated by Larry Meeker and ear plugs donated by John Yee. Bob Herl donated some custom made side stands & Tim Fallar donated (6) one pound bags of coffee for door prizes. Once it was all over I counted 21 R90s at our site plus the 4 inside the Vintage Display. I can tell you there was a lot of interest in the bikes (especially Karl Duffner's bike, ridden to the rally from Bristol, PA) with lots of pictures taken.



Karl Duffner's 359,000+ mile beauty. (Photo by John Yee)

Also, a 1975 Daytona Orange is being raffled off for the BMWMOA Foundation charity and tickets will be drawn in September. Good luck to all who bought tickets.

A big thank you to all who helped out & especially to John Yee. All had a part in making this rally a success. I just wish I

could have had my R90s there too. Maybe next time at the 10th & Last Rally. Where are we going to meet next year to celebrate our club 10th anniversary? And who will volunteer to host this event?

1976 R90S Café Racer Project
S/N 4091004

Story & photos by Peter Herbert

This project came to life in May 2002 when I purchased this machine. It was built at Spandau Berlin in January 1976. In the ensuing 26 years, the bike had at least 7 previous owners and had covered an unknown mileage. The speedo read 90,000 kms, however judging by the state of the tappets, rusted out seat, no fairing, etc, I suspect the mileage may have been much more, but it did come with a very nice set of Staintune mufflers.



When rebuilding the engine it only needed 1st O/S rings to be replaced, apart from porting and polishing the heads along with new push rods, valves, tappets and SS push rod tubes. The brake discs were well within tolerance. Whilst the bike had been used and abused it did have potential.

This is the 5th R90S I have owned and besides this machine, I still have a mint 1976 D/O model S/N 3093675, one of the last 50 R90S models made. From the beginning I had no intention of restoring the bike to its Silver Smoke glory, only to build it as a café racer. I have many parts left over from previous restoration work, including fairing, white faced clocks, etc and someone else can restore the bike with the original parts when I sell it at some time in the future, should they so desire.

Everything apart from the gearbox and final drive was stripped. The frame and sub frame was powder coated and then work began. I decided on an 18" front wheel that I think improves the handling to something akin to a Ducati 900SS, not quite as good as the Ducati, but better than the standard R90S set up, making the steering more direct. An R65 front end was sourced and to accept the disc brakes, a narrow R80ST hub was obtained to enable the narrower wheel set up. An R80ST Brembo brake calliper was utilised along with the calliper from an R100RS rear wheel. The standard

R100RS front Brembo callipers will not fit R65 forks. Morad alloy flanged wheels were used, WM2 on the front and WM3 on the rear with SS spokes, a very tight fit with the standard swing arm. The chunky alloy R65 top yoke (photo page 123 of Ian Falloon's book & photo below) was machined, reworked, and polished to mate with the magnificently made and functional Tommaselli alloy fully adjustable clips-ons along with Tommaselli headlight ears. A handlebar master cylinder along with braided brake lines replaced the under tank set up of standard



The motor had head work along with a 336 sport cam and lightened and balanced flywheel. In the days of social unacceptability with speeding, noise, etc this cam was probably overkill as perhaps better low end revs are available in standard form. These low end revs are somewhat lost, although an advantage when overtaking and you are looking at 4500 – 5000 revs to notice any difference. Boyer electronic ignition was used. Several new engine items were used such as cam followers, chain, adjuster and sprocket, a new main wiring loom, relays, regulator were utilised and all nuts, bolts, shims, spacers, fittings etc are either stainless steel or alloy, and a post '81 deep sump was also fitted. To have completed the rebuild to the highest standard for performance with the modifications, the crankshaft should really have been balanced with the flywheel.



Rear sets (see photos above) were made with the alloy being machined to accept the round BMW rubber footrests. The sub frame was drilled to accept the rear sets and gear linkage was made up from BMW Kinetic items and a SS rod. The brake lever was cut down from standard with the shaft to the rear arm set up with interlocking splines to work the rear brake arm, making a very neat look and giving precise braking response. The resulting rear sets were much tidier in appearance and refined than the commercial makes that are available, which look somewhat agricultural in comparison. I was very lucky to have had an elderly engineer friend for his input and advice who also made these parts, along with many other items such as spacers for the wheels etc. At the time he was in his early 90's, with wonderful skills built up over a lifetime. He had five different lathes in his workshop but arthritis forced him to sell everything a couple of years ago.

In time the bike came together and it was painted black with white pinstripes in the BMW tradition, just like the Rennsport and Kompressor models and fitted with a /7 single seat and standard R90S tank, Ducati Monster fly screen, bell mouths fitted to the Dellortos, Koni shocks with SS shrouds,

replica Conti SS mufflers, and standard BMW guards that have been cut down. For those of you who have Ian Falloon's R90S book, it can be viewed in this guise on pages 119, 120 and 123. That was the bike for the time being



As time went by I was not happy with the appearance of the bike (see photo above) and the BMW seat looked out of proportion. The Ducati screen looked too modern. It was time for changes. I had always thought a drum brake would enhance the looks as well.

I have travelled to Germany and the UK several times in the last twenty years and visited Scherb Knoscher in Munich and Siebenrock in Stuttgart and attended the BMW Bikermeet at Garmisch. At times I have seen bikes with Knoscher fairings and seats in my travels and thought they would suit my machine. On one occasion I was lucky enough for a personalised visit to BMW Mobile Tradition in Munich to view all the goodies and restoration workshops.



R90S at the BMW Mobile Tradition display.



Parts goodies display – YUMMIE!

In the UK I came across a donor BMW of mixed heritage that had a genuine Ceriani 4LS (four leading shoe) drum brake, just one of those things you are lucky enough to find in your travels, and luckily a friend of mine living there, shared the cost of purchasing this machine. He took the bike and I the Ceriani brake which in turn I brought to Australia. On another visit to Germany I purchased a Knosher single seat. I would have liked the fairing as well, however I was not sure if it would fit. The head stock would need drilling to accept the bracketing for same. Scherb still has these seats and fairings available in the same 70's format depending on how much you wish to fork out and they have a web site if you wish to view their products.



Back to work again with further mods fitting the Ceriani drum brake (see photo bottom, left), Hoske mufflers, 40mm pumper Dellortos, a /7 fuel tank and a modified Moto Guzzi Le Mans Mark 1 fairing and screen that in my opinion gives the bike a more retro look in the 70's café racer style. I am happy with the brake's performance and regard it as being close to or on a par with the standard ATE brakes, after all the Ceriani set up was used on many racing machines in the past. The photos are of the bike as it now stands and I think the end of the road in its final set up for its journey in my hands, a very satisfying project for myself and I hope not too offensive to all those with a love of the BMW R90S.



All done and fitted with Moto Guzzi Le Mans fairing & screen.

There you have it Peter's folly; the cost? You would not want to know. However I have enjoyed every second of it and realised an ambition to build my own personalised machine based on the mighty BMW R90S.

Cheers and best wishes from "Down Under" in Tasmania the island state of Australia, paradise almost at the bottom end of the world with possibly some of the best roads for riding motorcycles on earth.

Notes: The engine is nice and tight, run – in using Caltex Havoline energy 5W/30 mineral oil, API SJ subsequently Caltex Havoline Premium Plus 10W/30 API SL/CF Oil. Fuel 98 octane combined with a lead

additive. The bike is a non smoker and uses minimal oil

Gearbox: Smooth in its operation. I utilise Shell Advance Semi Synthetic 80/90 shaft oil.

Final drive: Not quite up to standard, is using Shell 80/90 shaft oil.

Rubber: Michelin Macadam 50E
Front 90/90
Rear 120/90

Silencing: I have to be careful here. Both the Conti and Hoske mufflers/exhausts are unrestricted and you have to keep off the throttle in built up areas. Perhaps of the two, Conti's give a slightly better sound.



As now fitted with Knosher solo seat & Hoske pipes.

MEMBERSHIP UPDATE

By John Yee
Treasurer/Membership

As of this printing, we have 128 club members in good standing. We would like to acknowledge and welcome the following new members:

ALLEY, WILLIAM (CHRIS): (Jacksonville, FL) serial #4071028, '74 Silver Smoke w/57,321 miles. Joined at the MOA Rally in Johnson City, TN.

BUSH, ROGER: (Naples, FL) serial #4990607, '76 Daytona Orange w/30,500 miles. Joined at the MOA Rally in Johnson City, TN.

CARSON 'WILD', BILL: (San Marcos, TX) serial #4980684, '75 Silver Smoke w/270,186 miles. Joined at the MOA Rally in Johnson City, TN.

CYMBALY, TED: (Toronto, Canada) '75 Silver Smoke w/52,000 miles. Joined at the MOA Rally in Johnson City, TN.

DUDLEY, WILLIAM: (Jackson, NJ) serial #4980797, '75 Daytona Orange w/77,300 miles, 3 phase alternator, radio antenna & Easy-Pull clutch. Joined at the MOA Rally in Johnson City, TN.

GRUNER, PETER: (Lexington, VA) serial #4981713, '75 Silver Smoke w/50,000 miles. Dyna ignition, otherwise stock.

JUSTICE, WARREN: (Ponte Vedra Beach, FL) serial #4950110, '74 Silver Smoke w/54,630 miles. Pretty much standard, hoop front fork brace, new seat, Bob's repro shocks, and San Jose upper triple clamp. Bought in Tacoma, WA 2 years ago, just before move to Florida. Now starting to ride it and work out some bugs. (Note: Warren also sent in a very generous donation to the club along with his new membership fee. -ed)

MARA, BILL: (Warren, NJ) serial #4990732, '76 w/approx. 40,000 miles and custom re-paint. Joined at the MOA Rally in Johnson City, TN.

McSWEENEY, JIM: (Casselberry, FL) '74 Silver Smoke w/16,500 miles. Joined at the MOA Rally in Johnson City, TN.

ORTIZ, PETE: (Mechanicsville, VA) serial #4950674, '74 Silver Smoke w/38,000 miles. Joined at the MOA Rally in Johnson City, TN.

VAN RIPER, JIM: (Tallahassee, FL) serial #4990574, '76 Daytona Orange, stock, original condition. Joined at the MOA Rally in Johnson City, TN.

WHITSETT, DAVID: (Cedar Falls, IA) serial #4980696, '75 Silver Smoke w/24,800 miles, unrestored original. Joined at the MOA Rally in Johnson City, TN. "My bike in my living room where it spends the harsh lowa winters."



(Photo by David Whitsett)

We would like to thank the following members who came to their senses and re-joined the club at the MOA Rally in Johnson City, TN:

BROOKS, CHARLES: (Knoxville, TN)

DOBYNS, CHRIS: (Haslett, MI)

SALMON, MARK:

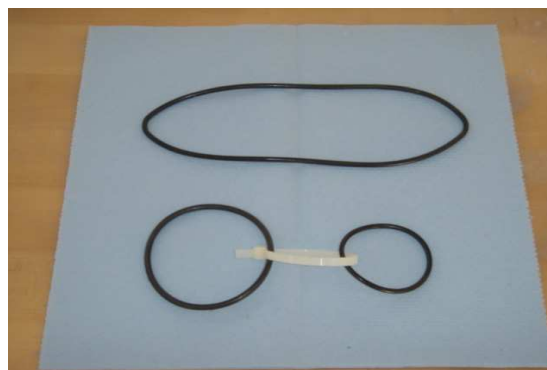
SCHWARZ, PETER: (Holland, MI)

Correction: Apologies to Charles Brooks and Brian Horais in the last newsletter, Vol 1 Issue 3: The fine state of Tennessee was inadvertently left off the statistics list and has been corrected.

TIP OF THE MONTH

By John Yee

If you never monitor the condition of the o-rings that connect the two sidecovers together, you might find the right hand cover flying past you at speed. These o-rings tend to degrade and start to split in time. I have accumulated many sizes of o-rings and always find lots of good uses for them. Pictured below is a used OEM o-ring and an inexpensive replacement. Get two smaller diameter o-rings and just connect them together with a 'ty-wrap' as shown. Affix this to the sidecovers and take up enough slack on the ty-wrap to get the tension you want and then trim the ty-wrap to suit. Sure, the Originality Police will deduct points but if you don't remove your tool tray, who's to know? If you really want to go cheap, why not just use a single ty-wrap? You can but I feel more comfortable with the o-rings because it will allow the sidecovers some 'give' from vibration while riding and you don't have to worry if your ty-wrap is too loose or too tight which can easily crack the mounting lug. Ride safe!



(Photo by John Yee)

Xtra tip: I had a nice chat with Craig Vechorik of Bench Mark Works at the MOA rally. He has brand new Dellorto 38mm carbs in stock & can supply any parts

needed for your Dellorto carbs. Check out
his website at: Benchmarkworks.com