

## Footprints in the Snow:

Bill Stevens – President



**@**s I walk out today onto frozen ground and snow, I have to ask myself what happened to summer.



Where did the riding season go? It seems like yesterday that I loaded up the bike and headed to Lewistown, ID for the first rally of the season sponsored by the newly formed Inland Northwest BMW riders.

I have vivid memories of over-indulgence while attending the Chief Joseph Rally in John Day, OR. The road through the Big Hole in Montana passes a memorial to the people who fought and died on August 9<sup>th</sup> and 10<sup>th</sup>, 1877.

They were combatants of a five month conflict that came to be called the Nez Perce War of 1877. Traveling east to Yellowstone National Park and Grand Teton we experienced long traffic lines yet never once saw Yogi or Boo-Boo.

Mid-Ohio was time well

spent with fellow club members. There was great racing action, intoxicating sounds, and back roads known best for the R90S “Top End Blast”. One cannot overlook the value of good friends, good times, and 2 wheels.

The road outside is now covered in snow and ice. Winter seems to have reared its ugly head early here in the Pacific Northwest. It has provided me the opportunity to undertake 2 bike restoration projects, both with “S” pedigrees. My 67 R69S was purchased from fellow club member John Thill this past summer. The bike is now separated and sorted into poly bags and boxes, each labeled with specific notes that will aid me during the reassembly process. I plan to have the bike back on the road come early spring as a daily commuter. It gets better fuel economy than any of my R90S’s, and is a kick in the proverbial a\_\_ to ride.

2 Years ago I met Charlie Dom at the National BMW rally in Spokane, WA. He rode his 75 R90S to the rally and entered it in our vintage display. Charlie is a retired Montana born trial lawyer with more 2 wheeled stories than most of us will ever remember. As it turns out, he sold me his 75’ this past September trusting I would return

the bike to its life on the road after 15 years of hibernation. The bike is now waiting for the roads to clear to make its debut on the roads of Whatcom County. I’ll be installing a Silver Smoke RS fairing over the winter-parts Charlie ordered in 93 from Jim Plunkett’s M/C Supply in Spokane, WA. The fairing and related hardware are still contained in the original shipping carton received from St. Louis Mottorad. Charlie and his late model Guzzi Le Mans had better be ready to join his old stable mate this coming spring!

For those of you on the West Coast, I would like to announce the return of the R90S West Coast Rendezvous. We have made tentative arrangements to hold the rally at the Grass Valley County Fairgrounds, Grass Valley, CA the weekend of June 9-11<sup>th</sup>, 2006. Mark the dates on your calendar and tell your friends.

There are lots of good roads in the Sierra foothills, camping and picnic space at the fairgrounds, as well as nearby hotels and eating establishments in Grass Valley. There are no llamas on site for those of interest. See you at the party-Mik!

I am putting together another

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### Special points of interest:

- *Footprints in the Snow*
- *Tech Tips Galore!*
- *See Mac’s Bike at the AMA Museum*
- *West Coast Rendezvous*
- *7th and Last Rally Info.*
- *Membership Update with John Yee*
- *Lunch Ride with Rick Hummerich*
- *New R90s Book Available*

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## Footprints in the Snow cont. by Bill Stevens

(Continued from page 1)

“group buy” for anyone interested in ordering C&C aftermarket accessory parts from San Jose BMW. The product listings and order information can be found within the pages of the newsletter.

Last but not least, and before any more snow falls, I would like to once again thank the officer’s and individuals who make up the membership for supporting our club. For those of you who take pride in what you ride – ride safe, ride far, and cherish the memories!

### Tech Tips

As our R90S’s are just about 30 years old, they need a little more TLC than the new bikes.

Here is a tip that has been around for many years, but I thought it was good enough to bring up again.

#### SUBJECT: *Water entering Transmission*

The only place where water could enter into the Transmission is at the Speedo Cable drive.

The grommet at the end of the cable loses tension over the years and water could seep in-between the cable and the grommet. This has happened to many owners but it is only realized when a transmission oil change occurs and they see milky looking oil draining.

\*This may not be a concern during the Summer months when your Bike is in constant use.

But for those Bikes that get a good wash at the end of the season and then set for the next 4-5 months, this is when it could become a serious problem. So here is the 2 cent solution.

Take a small thin plastic tie strap and tie it around the neck of the grommet--PROBLEM SOLVED!

Rick Huemmerich  
Las Vegas, NV.



A simple wire tie will do the job, keeping water and dirt out. It also helps to fill the boot with some grease. Ed.

## Membership Update John Yee, Treasurer and Membership Chairman

As of this printing, we have 161 club members in good standing for 2005 with three new members. Now is the time to send in your \$15.00 membership dues for 2006 to help support the club. If you are not sure of your membership status, look at the last column of the club roster. If you have 2005 after your name, your membership will expire at the end of Dec. 31, 2005 and this will be your last newsletter unless you renew for 2006. During 2005, 18 club members made extra donations to the club to the tune of \$263! It was much appreciated and the funds were put to very good use. Of course, we will accept donations to the club at this, or any time of the year!

New members with their comments:

**OLE CHRISTENSEN:** Alberta, Canada. 1974 Silver Smoke, serial #4071732 & owned since 1981, 26,400 miles, dual plugs & Dyna ignition and a 1975 Daytona Orange, serial #4981091 with 42,300 miles, stock; I just got this one.

**BLANE DESPRES:** Kelowna, B.C., Canada. 1975 Daytona Orange, serial #4981398 with 53,471 miles.

**ROBERT JAMES:** Tampa, FL. 1974 Silver Smoke, serial #4071329 with 3,562 miles. No modifications; initially purchased in France, Dec. '73 and imported to USA. Factory inspection sheet attached, original throughout. /5 style tail light lens/switches, oil pan, white timing bung, 14mm front axle, chrome fasteners, tool kit, manuals, pump, shop rag. Unadulterated early one, warts included.

(The following is an email rec'd from Robert James that might be of interest to some of the members)

The tail light lens is the same one fitted to the /5; in other words, it has the circular boss in the center of the lens. I have seen several '74 R90S models with the plain lens generally fitted to the /6 and R90S range. The first production run of the 90S cleaned out the /5 bins, including the 40 prefix /5 LWB frames. In early '75 the numbers were prefixed 49.

I was working as a BMW mechanic for the French Gendarmerie when BMW introduced the 90S; we never had any for authority work, staying with the 60/6 and 75/6. (I understand the German police just over the border did get a few). The 90/6 vibrated too much and messed up the radio units. As our organization had very close ties with BMW, (a major user with a lot of BMW's on

the road), we frequently went to Spandau for updates and actually saw the first production runs on the /6 and R90S. We also learned about the bugs from our BMW tech support people; the R90S had its own particular bugs over and above the normal /6 range.

I do not know how many of the very early models got to the USA; a few with 40 frame numbers did as far as I can tell. All said and done, it is a very fine motorcycle. It is strange that it was outsold by the 90/6 but I can understand why a traditional BMW rider would look sideways at the Del Orto carburetors and the "racy" image. The plain 90/6 was not too far behind the 90S in the performance stakes but lacked the panache.

Renewing members with their comments:

**DAVID HOWELL:** Redwood City, CA. 56,210 miles. Notes: Starter drive gear (Bendix). The starter would turn engine over once or twice then disengage and rev up. Same symptoms as Chevy V-8 with worn starter Bendix. Removed starter, went to dealer, no exchange available (like Chevy), ordered new drive gear (Bendix), got it, replaced it, starter works fine. If you have this problem, you can fix your Bosch starter. Starter looks just like a 2/3 scale Chevy starter and works just like it. Since I had to order it, will they be available in the future? So I ordered 2 of them and have a spare. I have an R100RS with the same starter also. R100RS has a Silver Smoke paint job and Del Orto carburetors.

Donations received:

Thanks to **OLE CHRISTENSEN** with a donation to the club with his new membership and a special thanks to **RICK HUEMMERICH** for his donation to the club from his E-Z clutch sales.

### FUND RAISERS

1. 'BMW Boxer Twins' book, written by Ian Fallon and 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!

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## Membership Update cont.

*(Continued from page 3)*

2. Club hats: Light tan with black bill and infinitely adjustable rear Velcro strap. The front of the hat is embroidered with the club logo. European President, Kirk Ratzel designed the club logo and US President, Bill Stevens ordered the embroidered hat. Very cool and classy looking! Price: \$19.95, shipping included.

3. R90S Gloves: Made from supple Brazilian leather with club logo heat stamped on both Royal Canadian Mounted style gauntlets. Sizes: small, medium and large. Cotton lined, discounted to \$50.00, shipping included.

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

5. Embroidered rally patches: 2003 or 2004 Last Rally, Daytona Orange or Silver Smoke, discounted to \$1.00 each. Add token shipping.

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

7. R90S key fob. \$2.00 each, shipping included.

8. LAST CHANCE!!! For the members without internet access, this is just a courtesy reminder: We are almost completely sold out of the extremely hard to find dellorto float bowl nuts. Bill Stevens and I have just unearthed a few more pairs. Once these are gone, good luck finding a set. The cost is \$25.00 a pair, post-age paid.

Please make checks for fund raisers, donations and membership renewals out to 'John Yee-Treasurer' and mail to:

**National R90S Sport Owners**  
c/o John Yee  
244 Candia Lane  
Cary, N.C. 27519

### 6<sup>th</sup> & LAST RALLY RESULTS

The 6<sup>th</sup> & Last Rally in Jamestown, NY was hosted by Tony & June Lilley. The all day Friday rain probably put a damper on attendance but the 20 plus that did attend were rewarded with a nice Saturday and they all had a good time, greeting old friends again and meeting new ones. June Lilley did a fantastic job, supplying all the hungry mouths with chili and munchies on Friday and homemade spaghetti dinner with all the fixings on Saturday. Tony Lilley took the group on a great 100+ mile ride in the twisties for Saturday lunch. This year only saw 9-1/2 (Tony Lilley had 1-1/2 bikes) R90S's on display for the judging but there were new bikes in the crowd that some of the attendees had not seen before.

During the awards ceremony, it was announced to the crowd that Ken Claus and I did not have our bikes at the rally because we wanted someone else to win the plaques. I don't think anybody really believed that! Dwight Conant, from Kearsarge, NH was awarded the Long Distance Rider award. First place in the bike judging went to Tony Lilley (Daytona Orange), second place went to Paul Bates with his beautiful Daytona Orange R90S with color matched RS fairing, and third place was awarded to Peter Schwarz, Silver Smoke R90S with Krauser wheels, rear disc brake, 2 into 1 pipe and German license plate.

Everyone that attended received at least two door prizes. Club President, Bill Stevens, generously donated enough work gloves for every attendee, with club member, Brian Horais winning the grand prize; a \$225 BMW Motorrad Club jacket. Thanks to the generosity of attendees, the club sold \$117.00 worth of 50-50 tickets, with club Vice-President, Ken Claus, winning \$58.00 of the pot.

#### Final rally breakdown:

Rally Fees	\$ 175.00
50-50 Raffle	59.00
Total	\$ 234.00

Rally expense (consisting of tent, tables, chairs & Porta-john rentals and food): \$535.00

Loss: (\$301.00)

Fund raiser sales \$ 196.00

The club took a loss on the rally because of our rental costs that anticipated a larger turnout then we actually had. Nevertheless, all that attended enjoyed the camaraderie of just being

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## Membership Update cont. by John Yee

*(Continued from page 4)*

around R90S aficionados for the weekend.

### THE ORIGIN OF 'LAST' RALLY

During the 6<sup>th</sup> and Last Rally in New York, a number of guests raised a question about whether our club 'stole' the word 'Last' when we use it for our rallies. It seems like another chartered MOA club has been using this same word to describe their rally for some time. Well, I'm here to refute that little tidbit of info because I was present at the very beginning when all this happened and how it was started.

It was during the July 2000 MOA Rally in Midland, Michigan. The club officers scheduled a 10:00 AM gathering of R90S owners and anyone else interested in this classic machine. I had just joined the club and had met Norm Delezenne for the first time with his (ex John Yee bike but I didn't know it at the time) Daytona Orange R90S.\*\* We all met, signed an attendance sheet and introduced ourselves to one another. During this owners' meeting of highly informative views, opinions, little known facts and bragging rights about their R90S(s), someone (I believe it was Joe Dille) in the crowd blurted out, "We should all get together and have an R90S Rally!" Suddenly it was as if a beautiful Greek (or would that be a German?) goddess had just arrived on a pristine and perfect R90S! Everyone was speechless!

After a few moments, everyone recovered from their shock and cried out in unison, "That's a great idea! Let's do it!" We started to agree and disagree on a suitable date for the rally. Overheard during this heated debate; we can't have it during July because of the MOA rally, what about August? Well, it's kind of hot then. Is June a good month to have it? Well, it's really the start of summer and a lot of people might be taking vacations with their families. How about September? Well, we can't have it during the first weekend because it's Labor Day and everyone will want their last fling with family gatherings before the new school year starts. Well, how about the second or third weekend in September? That way, most everyone will be back from vacations and kids will be back in school. Plus, it will be easier to get hotel accommodations because the peak travel season will be over. Everyone agreed that this might be the best time to have a rally.

Now, where are we going to have it? How many riders will show up? It should be at a spot where we can accommodate a (hopefully) large number of bikes. We couldn't have it at any park or fairgrounds; the club couldn't justify the cost for the small number of attendees. Does anyone have a house with a large enough place to hold the gathering? Everyone just looked at each other, hoping that someone would speak up and volun-

teer. Then, someone said, "I could possibly have it at my house." Everyone glanced at the speaker. "I've got enough property and I could have some refreshments for all and maybe even have a professional photographer take a group shot. If it's good enough we could even get this in the MOA magazine"\*\*\* The volunteer turned out to be the R90S Yahoo Web Master and Club Historian, Mac Kirkpatrick. We all agreed it was a great idea and someone blurted out, "This will be the 1<sup>st</sup> R90S Rally." Then I believe Mac Kirkpatrick added, 'and the LAST', probably meaning that it will be someone else's turn to host the next rally. From that moment on, we have used 'Last' to name our rallies because when you think about it, once you hold the first rally, you can never have it again because the next rally will always be one number higher than the last. So, after the 1<sup>st</sup> and Last in Pennsylvania, we have held two rallies in Michigan, two in Ohio and the last one in New York. We hope that you'll consider attending the 7<sup>th</sup> and Last R90S Rally in 2006, to be held in North Carolina.

### Ed's Notes

#### Much to be Thankful For

2005 has been quite a year. I remember in early April, taking a business trip to NYC, and a week later landing in the hospital with bacterial pneumonia. Breathing is a luxury few of us can do without and with some excellent doctor's at the University of Michigan, I had all of the bad stuff out of my blood by late May. Can only imagine what the Bird Flu would be like. Nope, better not think about it. Someone needs to clean up the air on those planes though!

July came around way too soon, only to awake one morning to see some ambulances outside our neighbor's house. Later in the day I find out their 14 year old son has died in his sleep. How do people handle THAT kind of grief?

Later that same week, Bill Stevens flies in from Seattle and we're soon riding down to Vintage Days with John Thill. The whole weekend is made perfect by two night's sleeping at Ken Claus' house with excellent culinary preparation by his ever smiling wife Ramone. Watching Bill learn about /5 brake behavior in the wet was Priceless!

The MOA Rally is a tiresome affair as my wife and I ride down Wednesday night in the pouring rain, only to have to ride over to Mid-Ohio in the morning for the BMW Only Track Day. 160 miles on an R90s on a track like that leaves a perpetual grin. Chris Dobyms, Mark Mathes and I head back to

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## A Familiar Bike at the AMA

*This past October I was on a bike trip down south and decided to stop at the AMA Museum to check out the "BMW At Speed" exhibit. After walking around a bit, I had the pleasure of seeing R90s Member and Club Historian Mac Kirkpatrick's bike on display as part of the exhibit. I asked Mac to talk a little about the bike. Ed.*

*This bike has been featured in several events, including being pictured with BMW advertising about the (then) new R1100S, a homecoming at BMW's headquarters in New Jersey, and another motorcycle exhibit in New York's Rockefeller Center.*

*Several things happened to come together that resulted in my R90S being displayed at the AMA Museum.*

See <http://www.motorcyclemuseum.org/exhibits/BMW/index.asp>

*Last year the AMA event in Ohio featured BMW as the featured marquee. I trailered two of my R90Ss out there to display and won two awards, best of show and best '74 or earlier, or something like that. It was fun.*

*I was then invited by the AMA to bring back an R90S for another show event later that fall but could not attend due to family commitments. So the AMA remembered my R90Ss and knew they were fine examples.*

**I had also met and spoken with Peter Nettesheim**  
<http://www.libmwrc.com/articles.cfm?newsletterID=21>

*several times at various events, including the AMA event last year. He really likes my R90Ss! Many of Peter's bikes are on display at the AMA Museum's current exhibit; see the AMA Museum link above. Peter is very knowledgeable and very enthusiastic indeed!!*

*Then as a result of working with Ian Falloon on the forthcoming R90S book, and connecting him with Udo Gietl (I am telling too*

*much here), Udo contacted me saying that he had been contacted about the AMA BMW exhibit since he was the racing manager at Butler & Smith in the '70s and worked closely with Reg Pridmore, etc. to win at various races including the first Superbike race at Daytona in '76 on R90Ss. Udo was frustrated by the lack of quick response by the AMA (Udo is great but not very patient :-)) and wanted to meet up with me this last summer at the MOA rally to visit the AMA Museum.*

*Anyway, Udo told me about the AMA exhibit and I then contacted the museum, offering to loan a Daytona Orange R90S for the year of the exhibit. And since Peter and the museum knew about my R90Ss, it was easy for them since they knew my bike was going to be nice.*

*The AMA arranged to have my bike picked up at my house by truck and that was it. Bye bye for a year I also own an immaculate '77 R100RS, and I also own serial number 3 of the '77 R100RSs which was the photo bike for Butler & Smith, and was featured on the*

*cover of the Dec '76 issue of Cyclist. It was also the bike that*

*was used for the dealer shows for the '77 model year, in NJ and CA and was later owned*

*by Todd Schuster, who was a significant contributor to Butler & Smith's racing efforts.*

*This bike is significant as it is the only R100RS imported into the US in 1977 that had alloy wheels, that is why it was used as the photo bike. It has a production date of May of '76 and the frame serial number was altered by BMW, etc. It has a nice history.*

*I was also involved a little in the sale of Todd Schuster's original R90S race bike to BMW's Mobile Tradition. BMW asked Udo to rebuild the engine to race specs, which he did last*

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## Carlton Crown Lager, the official Beer of the R90s Sport Owners Club



**C**rown 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).

**A Familiar Bike** cont. by Mac Kirkpatrick

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summer. That was one reason Udo and I kept in touch.

Also, if you will recall, the last intact R90S that was raced and won in 1976 was bought by BMW last year as well. It was owned by Bruce Anderson from CA, who was at the AMA event last summer in Ohio when BMW was the featured marquee. His bike was written up and pictured on the cover of the BMW MOA magazine a few years back.

Anyway, another reason Udo and I talked was because he had wrecked my R100RS serial number 3, during a photo shoot on a parkway in northern NJ and he still has scars on his arm from that crash. He ran over a bunch of Coke cans and went down.

But the real reason my bike was featured was because I have followed up every opportunity to loan my bikes and have them exhibited. This has resulted in some interesting things happening, one of which I will relate to this list once the forthcoming R90S book finally comes out.

BTW the forthcoming R90S book has gotten bigger and will perhaps even be in hard-back! That's great news.

Thanks for the prod Rick. **Mac**



Mac's Bike looks great in Black and White too. ed



**7<sup>th</sup> and LAST R90S RALLY**

By **John Yee**

Treasurer/Membership Chairman

It's not too early to start making plans to attend the 7<sup>th</sup> and Last R90S Rally for 2006, to be held at a place called Iron Horse Motorcycle Lodge, located in Robbinsville, North Carolina, at the western part of the state.

Check out their web site at [www.ironhorsenc.com](http://www.ironhorsenc.com) I think you'll agree that it will be one of the most beautiful places to visit, meet up with new/old friends, ride the great roads and hang out to admire the classic R90S.

This lodge is located just minutes away from some of the best riding roads in the world like the Cherochala Skyway, the Blue Ridge Parkway and US-129, the road that's also known as, 'Tail of the Dragon' which is famous for its 318 turns in eleven miles.

For those without internet access, here is just a small list of amenities: Private, semi-private, and bunk house rooms; rent-a-tents or bring your own tent, RV sites with hook-ups, washer/dryer, pavilion with surround sound, large screen TV (I'll bring my 'On Any Sunday' DVD), internet service, pool table, karaoke, covered bike parking,



**Know your Plugs** by Bill Stevens President

**T**here are basically three spark plug heat ranges for the boxer airhead twin. The general rule of thumb for use is:

*Hot plug for cold weather and cold engine temperatures*

*Cold plug for hot weather and hot engine temperatures*

If you ride the bike hard or in hot weather at high speeds use a colder plug than stock. If you ride easy, or in cold weather, use a hotter plug than normally suggested. A too cold of a plug is no hazard except for possible fouling out if temperatures get too cold. Too hot of a plug can cause detonation or pre-ignition. If in doubt for your application, start with a cold plug and work your way from there.

Stock bikes utilize a 3/4" reach plug. If your bike is dual-plugged, the lower plug is a 1/2" reach plug. Do not mix up the top and bottom plug in a dual plugged machine. Do not use extended tip plugs in the lower hole. Be sure not to over torque the plugs. Start the plug into the hole by hand, and tighten to ensure a good seal.

	<u>Cold</u>	<u>Medium</u>	<u>Hot</u>
3/4 reach	Bosch W5DC NGK BP7ES NIP W22EP-U	Bosch W6DC NGK BP6ES NIP W20EP-U	Bosch W7DC NGK BP6ES NIP W20EP-U
1/2 Reach	Bosch W5BC NGK BP7HS NIP W22FP-U	Bosch W6BC NGK BP6HS NIP W20FP-U	Bosch W7BC NGK BP6HS NIP W20FP-U



Check your bikes owner or service manual for proper gap. The plug manufacturer's gap settings are pre-set for individual plug types and may not be the same. The BMW R90S Owner's Manual specifies (0.024 + 0.004 inch)





**C & C Products/San Jose BMW  
R90S Sport Owners Club Offer**

The following items are available to club members on a group purchase basis. Take advantage of semi-annual savings of 25% on orders placed by January 1 2006. Prices listed do not include shipping charges.

<b>Billet Triple Clamp</b> Part # 31426	List \$ 119.95	Club \$ 89.96
<b>Tubular Fork Brace</b> Part # 125-B7	List \$ 169.95	Club \$ 127.46
<b>Cool Valve Covers (set)</b> Part # 1124-2	List \$ 179.95	Club \$ 134.96

Please include \$ 10.00 per item to cover freight and handling charges. All orders will be consolidated and shipped via UPS insured.

Please mail your orders complete with return shipping address and payment in full to:

Bill Stevens  
c/o LFS INC  
851 Coho Way,  
Bellingham, WA 98225  
Tel (360) 734-3336  
[westevens@lfsinc.com](mailto:westevens@lfsinc.com)

For those interested in having your existing rear swing arm braced during the off-season, San Jose BMW is offering to provide club members the in-shop service at a reduced rate. Save 25% off the regular \$179.95 by sending your swing arm directly to San Jose BMW. Turn around time is an estimated 1 week from time of delivery. Powder coating is additional. Bearings and driveshaft should be removed. For information please contact parts manager Tiberio Jaramillo (TB) at San Jose BMW. Tel # 408 295-0205

Ship swing arm to: San Jose BMW  
Attn: Tiberio Jaramillo  
1886 W. San Carlos Street  
San Jose, CA 95128

**West Coast Rendezvous is Back**

Dear R90S Owners and Club Members,  
I have made tentative reservations to hold the 2006 R90S WCR at the Grass Valley Fairgrounds the weekend of June 9<sup>th</sup> -11<sup>th</sup>. There is an antique tractor show the same weekend, but the RV area is wide open and available. The events coordinator is going to get back to me with more information. He welcomed the opportunity to work with the club.

So, mark your calendar, as everyone's calendar is filling up.

Merry Christmas!

Bill Stevens

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**Ed's Notes, cont.**

Lima, mentally drained of course only to run into the Tornado from the Wizard of Oz. But we're so excited to see Dorothy, that we forget to don our Rain Gear!

Another week off at our cottage where I FINALLY meet some guys who are into Slalom Skiing like me. The three of us set up the course each weekend and have a blast, well more of a broken blast as I crack a few ribs after a nasty fall one Saturday morning. But I got three buoys at 15 off!

Some late September weekends keep us three old guys still out there, tearing it up at 7am. Well, at least I got to drive the boat.

October comes and I'm on my way down south on the RT. Tennessee, N. Carolina, Georgia, Alabama are all too hospitable to this Yankee and I find roads that put Deal's Gap to shame.

Health has never been better I say until one day in December, I'm changing tires on the RT only to lean over and feel something slip in my back. "Slipped disc", the Chiropractor says, "probably best to stay off the bike some". Yeah, right, well at least it's winter.

I even got lucky and had a couple of my photos published. One of Ken Claus' D.O. On the [bmwimageworld.com](http://bmwimageworld.com) calendar and another @ the [bmwmoa.org](http://bmwmoa.org) pic of the week.

Yes, quite a year, much to reflect on and even more to be grateful for. Hope you all have a Great Christmas and give your sons and daughter's a hug even when they don't expect it. You never know when they could be gone.

**Rick Griffith, Newsletter Editor**

***R90s book from Whitehorse Press soon to be released. by Mac Kirkpatrick***

This book is projected to be available at Whitehorse Press in New Hampshire, USA this coming Feb, 2006.

It will be hardback, 128 pages long, in color, and sell for a price of \$24.95 each plus shipping. If shipped by Whitehorse Press to anyone in New Hampshire, I expect they will add state sales tax as well.

I will order 100 or more books to get a 50% discount off the regular price of the book. Whitehorse Press will ship all the books to me and I will then ship them to whoever orders the book's).

I will accept orders for this book **from anyone** who wants the book's) shipped to a US address, including Hawaii, Alaska, and US possessions. (See details with each shipping method below.)

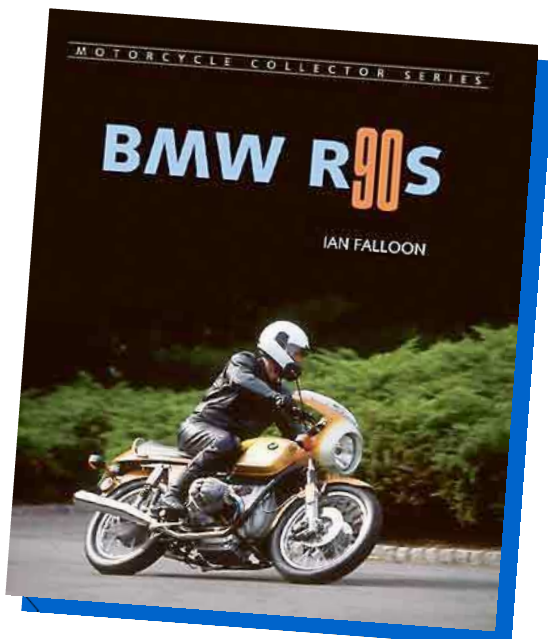
Forward this form to anyone who may like to own this great book.

Sorry, no overseas shipping; I can't handle the different shipping costs. (Please contact John Yee, Club Treasurer about ordering outside of the US). ed

Please print out and fill in the following order form and mail it to my work address below for whatever quantity of this book you would like. Make checks out to: Mac Kirkpatrick. **Please mail the order form with check by Jan 15, 2006** so I can get our entire order in to Whitehorse Press ASAP. They will ship the books to me and I will then ship them on to your US address.

Please get your order form from:

[http://home.jtan.com/~joe/r90s\\_book\\_order\\_form.pdf](http://home.jtan.com/~joe/r90s_book_order_form.pdf)



***R90s For Sale***

1975 R90S BLACK, 59,582K. DUAL PLUGGED ELECT IGNITION, FORK BRACE, REINFORCED SWING ARM, CORBIN AND STOCK SEATS, PROGRESSIVE SHOCKS AND FORK SPRINGS, WELL MAINTAINED, RUNS GREAT, CLEAN BIKE. \$5,500 FIRM. DALE WRIGHT 440-988-5720

[dalewrighton@netscape.net](mailto:dalewrighton@netscape.net)



## Lunch Ride

By Rick Hummerich

Some of you may know where the Hogsbreath is, but let me start from the Beginning.

I headed North out of Las Vegas, Nevada, on State Route 95 to Beatty. Not a very exciting ride since the 95 is straight and flat. In Beatty I picked up Route 374 and headed West to Death Valley. The Plan was to get through the Valley before it got too HOT, but by the time I got to Stove Pipe Wells, the temperature was already 119F., but I was prepared, for in my saddlebag I carried a small cooler with water, Iced Tea and Beer. The other essentials I carried was suntan lotion, ear plugs and hand cream. ( wegen dem wolf)



Stove Pipe Wells is like an Oasis in the middle of the Desert, with a Hotel, Restaurant and Ranger Station.

After Stove Pipe Wells the road winds up the mountain and levels off at about 6000 feet.

Picture time, if you like the Desert, the mountains, and your R90S this is the place to be! At that time, I checked my dipstick oil temperature gauge since I had pushed the R90S up the mountain in 3<sup>rd</sup> and 4<sup>th</sup> gear. The Oil temp was 320 F, definitely out of the safety zone for petroleum based oils. I use a 20-50 Synthetic Oil.

Arriving in Lone Pine it was time for Gas, a Break and a Cool down. Heading North out of Lone Pine on the 395 towards the Yosemite National Park. The 395 is a Beautiful mountain road which runs parallel to the Sierra Mountains. You can still see snow on the peaks.

The R90S runs Perfect like a Swiss Watch! Arriving at the East Entrance of the Yosemite National Park, it was time to gas up as I was unsure if there was gas in the park. Entering the park you climb up Tioga Pass, nice climb, beautiful scenery and time for another picture. I parked the R90S at the base of the Lembert Dome Mountain for a nice shot. ( I remembered Lembert Dome from some motorcycle mags from years ago as a

*(Continued on page 12)*

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*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,**



## 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 Delezene**

**Newsletter Editor: Rick Griffith**

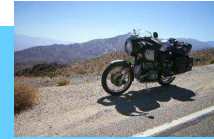
**Road Captain: Dale Wright**

**Safety Chairman: Howard Cobb**

**Historian: Mac Kirkpatrick**



## Lunch Ride cont.



(Continued from page 11)

popular spot for a Kodak moment.) About 50 miles into the Park all traffic came to a dead stop and I could smell the problem, -



wildfire- in just a few minutes I was surrounded by smoke and could not see the car in front of me. Not a nice feeling when your eyes are tearing and you are coughing. This time the flip-up helmet came in handy as I was able to pull up my bandana from my neck and cover my nose and mouth. About 30 minutes later the firefighters let us move on but the smoke was still pretty thick. Yosemite Park is a must see. If you ever get the chance to go,

Don't pass it up! There's a lot more to do and see in the Park without just to ride through it like I did. Exiting the park in the West, I was looking for a place to camp for the night, but in the California farm country there is nothing but fields and orchards.

By 7pm I arrived in a town called Merced. After 700 miles I was tired, thirsty and hungry, so time to call it a day and check into a Hotel. Leaving Merced at about 6:30 am I picked up Interstate 99 South to the 152 Exit.

The 152 runs West towards Gilroy and Santa Cruz. Somewhat boring as its more farm country. A strange smell in the air told me I was getting close to Gilroy. ( I have been to Gilroy before and knew that Gilroy is now as the "Garlic Capital of the World") you can smell Garlic for miles and miles.

The plan was to stop at the Vintage Bike Meet at Hecker Pass but the pass was under construction and was closed. A gas station attendant informed me that I could reach Hecker Pass from Watsonville. That meant I had to go back to the Interstate 101 South to the Watsonville Exit. Arriving in Watsonville, I ran into the same problem as the pass was closed on that side too. That meant good-bye Vintage Meet. Since it was getting close to lunch time, and Carmel was not too far, I decided to stop at the Hogsbreath for a Burger and Beer.

Carmel is just south of Monterey where Clint Eastwood was Mayor for a 2 year term. The Hogsbreath/Pub is part of the East-

wood Bldg and is a Must See if you are in the area. From here the return trip to Las Vegas was wide open. So I ended up heading South on Hwy 1 following the Pacific Coast. The Ocean was cloudy and foggy so not much to see on this particular day. This was the perfect time to concentrate on the road, traffic and put the R90S through its paces.....WHAT A BLAST! Traffic was surprisingly light and no slow moving motor homes, just some groups of slow moving cars, which were easily passed when I kicked it up into the triple digits.

Continuing South on Hwy 1, I stopped at the Marine Mammal Sanctuary where I saw some Elephant Seals laying on the rocks and making their strange sounds. Looking at the map I decided to pull off Hwy 1 unto Route 41 towards Bakersfield. Route 41 is a narrow two lane road that winds up the mountain. Perfect for the R90S. No cars for over 50 miles...just had to dodge some cows and cow patties.

The temps are climbing back into the 80's again and it feels pretty good after following the pacific coast where it was in the low 50's and windy. Route 41 merges with Route 46 and I was



back into the California farm and orchard country. Looking at the time, 7 pm already, the perfect day was coming to an end. A little roadside motel was the only place in sight so I pulled in. The room was \$40 and I was the only Guest. But the Bed and shower were clean. That night the R90S was chained and

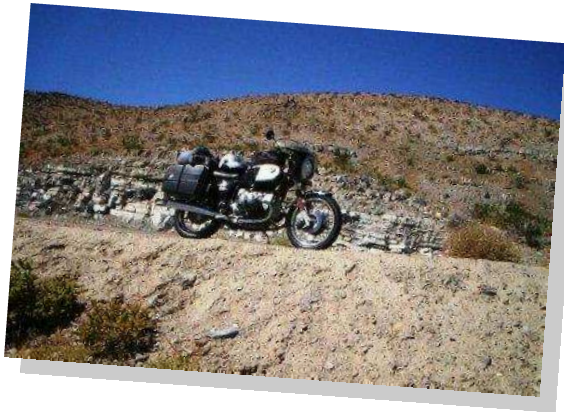
covered. Everything was okay the next morning. I was still traveling East on Route 46 which turns into Route 155 as soon as you cross Interstate 99. The 155 winds through grassy farmlands and slowly climbs up the Green Horn Mountains. If you want to relax and enjoy the scenery, you best pull over and stop. There is nothing in its length that is straight, you really have to concentrate on your riding and stay in the groove, NO mistakes allowed! Looking to the right all you see is tree-tops and steep slopes. I pushed the R90S just a little but I was soon reminded that the R90S is 30+ years old! Nevertheless, the R90S handled very well. My thoughts went back to 1970 when I purchased a new Honda 750 a powerful bike for its time, with very poor handling. I squeezed 200,000 miles out of this bike but then went back to BMW. Reaching the summit of the Green Horn Mountains it was time for a break and a Kodak moment. The decent down to Lake Isabella was just as exciting, 14 to 16 % declines, sharp turns and negative cambers. What a ride but you have to stay focused.

(Continued on page 13)

(Continued from page 12)

**Lunch Ride, cont.**

Lake Isabella called for a gas stop, a drink and a break. Continuing around the Lake I picked up Route 178 East a nice valley road with very little traffic. I noticed the rear suspension was really mushy and with very little dampening. A few miles later the rear shocks locked up completely. With over 200 miles to go I had to ride a R90S with a ridged frame. Want to know what it feels like?--call me. Nobody's fault but my own as I should have replaced the original shocks a long time ago. The 178 T's into State Route 14/395 which has a turn off into



Death Valley. I enjoy Death Valley every time I ride a part of it. The mountains, the scenery, just unbelievable! Two hours later I arrived at my house in Las Vegas. All I can say is that this was one of the Best Rides I have had in a longtime and the first ride on my R90S that covered 1500 miles in less than 3 days, but a very relaxed left hand thanks to my EZ-Clutch.

Ride Safe

Rick Huemmerich

Las Vegas, NV



**Some Pics from the 6th and Last**

By John Yee

Thanks to Tony Lilley and all who attended





# 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.

Club members: Rick Griffith did a great job on this newsletter but somehow, the last and most important part of the segment on the 7<sup>th</sup> & Last Rally didn't find it's way on to the page so I've included it as a separate sheet instead of making Rick re-do the whole newsletter.

Rick also left off these 2 items in 'The Origin of 'LAST' Rally' article:

\*\* See 'The Incredible Story...' in the Summer '04 Vol 1, Issue 4 of the club newsletter.

\*\*\* Check out the Jan. 2001 issue of BMW MOA. On the cover is a group picture of all the attendees of the 1<sup>st</sup> & Last R90S Rally held at Mac Kirkpatrick's house along with an article inside.

### **7<sup>th</sup> and LAST R90S RALLY**

By John Yee  
Treasurer/Membership Chairman

It's not too early to start making plans to attend the 7<sup>th</sup> and Last R90S Rally for 2006, to be held at a place called Iron Horse Motorcycle Lodge, located in Robbinsville, North Carolina, at the western part of the state. Check out their web site at [www.ironhorsenc.com](http://www.ironhorsenc.com) I think you'll agree that it will be one of the most beautiful places to visit, meet up with new/old friends, ride the great roads and hang out to admire the classic R90S.

This lodge is located just minutes away from some of the best riding roads in the world like the Cherohala Skyway, the Blue Ridge Parkway and US-129, the road that's also known as, 'Tail of the Dragon' which is famous for its 318 turns in eleven miles. For those without internet access, here is just a small list of amenities: Private, semi-private, and bunk house rooms; rent-a-tents or bring your own tent, RV sites with hook-ups, washer/dryer, pavilion with surround sound, large screen TV (I'll bring my 'On Any Sunday' DVD), internet service, pool table, karaoke, covered bike parking, home cooked meals and more.

I have held all the rooms for the 3<sup>rd</sup> week of September because the other weeks have already been reserved. Here's the scoop: We have full use of the facilities at no extra cost if we use their lodging. I am hoping to have at least 35-40 riders in attendance. Per night prices for rooms range from \$80 (private rooms) to \$55 (semi-private) to \$18 per person for the bunk house, 2 night minimum. Camping is very reasonable. These rooms will be held for the club until April 1, 2006. If you are interested, a credit card will hold the room. To get the best rooms, reserve one now. You can ask for Shaunna (828-479-3864) & let her know these rooms are held by John Yee for the BMW R90S Rally, from Sept. 21-24, 2006. This lodge will accommodate between 50-60 persons. Everyone is welcomed, club member or not, BMW rider or not. All rally attendees will be eligible for the rally prizes. We are hoping for a big turnout.

