



Wind Noise

Volume 2, Issue 3

Fall 2005

Top End Blast

Bill Stevens—President



While sitting in the lounge waiting to catch my recent flight from Seattle-Tacoma to Detroit, I noticed a



sign on the wall indicating "No firearms allowed in this area." The sign seemed to be out of place. If not allowed in the immediate area, one might logically assume they were allowed within other areas of the airport. This theory is of course proven wrong by the fact that airport security officials are not amused by passengers carrying firearms.

For that matter, they are not amused by passengers carrying a tank bag filled with gadgets such as tire pressure gauges with long hoses, small tool kits with any pointed objects, or cans of Honda Cleaner/Wax in aerosol cans.

All these items pose a risk to national security and are subject to seizure. Riders take notice; the TSA is here to keep you safe!

I am on my way to Detroit to meet up with our club newsletter editor Rick Griffith for a 3 day ride to the Mid-Ohio vintage days rally. Rick's wife Nancy has been gracious enough to loan me her pristine 73 R75/5 blue toaster for the ride. In my tank bag, I am carrying a Washington state license plate for John Thill's 67 R69S. John was good enough to send me the photos of his bike along with the title earlier in the year. John had indicated the bike needed a new home. He offered to sell it, provided I give him first right of refusal if I should ever decide to sell it, or as he put it, if I go to the great race-track in the sky anytime before him.

Rick met me at the airport on Wednesday evening amidst summer heat, humidity, and thunder showers. Our plan was to ride to Ohio on Friday, and meet up with club VP Ken Claus and his wife Raymonde at their home in Amherst. I spent Thursday at John's admiring the "old girl" in his garage, later taking her for a brief test ride.

We packed boxes of spare parts, drank cool beverages to help overcome the summer heat, and watched John's daughter fill her new ant farm on the kitchen table.

The R69S was placed on a

trailer for transport to the air forwarder on Monday, following the weekend activities. John planned to meet Rick and me on the road at a restaurant south of Detroit the following day.

We hit the road on Friday heading south out of Detroit. Thunderstorms threatened, but both Rick and I escaped getting wet. Must have been our good Karma! John on the other hand, got wet while waiting out a cloudburst under an overpass with a throng of traffic passing by. Bad Karma! We met for lunch and then headed to Amherst following the south shore of Lake Erie.

We arrived at Ken & Raymonde's shortly before dinner. Following a brief introduction to Ken's home brewed beer selection, we settled in for spaghetti and meatballs. Good eatin' to say the least with a French twist! Ken gave us a tour of the town to include a visit to a local drinking establishment.

We returned to Ken's home to marvel at his bikes and partake in his home brews. His restored Daytona Orange deserves praise, as he once again rescued an R90S from the folds of the wrecking ball.

Where else in America can you find a home cooked

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Special points of interest:

- Born To Ride
- Adjust your S fairing
- Mid-Ohio Track Day Report by Rick Griffith
- Charlie Rich's R90s
- 6th and Last dates all set
- Membership Update with John Yee
- Dellorto Choke system

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Top End Blast continued photos by Rick Griffith

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breakfast with juice and coffee for under \$5.00??? The ride to Mid-Ohio from Ken's was on 2 lane blacktop roads with little traffic. Amidst rolling hills of corn were twists & straights-the land of the "top end blast." What better way to spend time rolling throttle than on a flat twin B'mer.

Upon entering the town of Lexington, it was immediately evident that Vintage Days was a big event. Throngs of motorcycles of every brand name and model year were represented-at least it seemed.

Vintage races were under way-the sound alone emanating from multiple exhaust pipes was intoxicating! The marquee Ducati tent was filled with historic 2 wheeled memorabilia-sensuous and sexy-purely Italian!

It became evident that the only thing missing at Vintage Days was group representation of the R90S club. Numerous members were in attendance, but time and space separated us. It has already been suggested that we coordinate a group rally site next year for members to meet and display their bikes. If there is anyone interested in acting as a rally coordinator in 2006, please contact Rick Griffith, John Yee, Ken Claus or me at your earliest convenience.

Good times and good people. The weekend was too short. We soon found ourselves heading home Sunday afternoon. A heart felt thanks to Rick Griffith and his family for their hospitality. Ken the "King" Claus and his wife Raymonde represent the heart and soul of our club. Congrats to Ken on his fist place finish at the BMW Nationals with his 75 R90S. The bike has over 90,000 miles and still brings home top honors. Thanks to John Thill for providing me an opportunity to take care of a lost soul-his 67 R69S.

To all members of the club, I wish you a safe and fulfilling riding season. If you

are ever in Ohio, check out Ken's favorite back roads and experience for yourself a "top end blast"!

See you on the road.

Some pics from Vintage Days



John Thill, Bill Stevens, Ken Claus and Rick Griffith enjoying the racing at Mid-Ohio



John Thill reacting to a Ducati Enthusiast informing him that the 999s is the Best Sport Touring Bike ever made.

Guess the guy thinks BMW just makes cars!



The Italian's even had cool posters back in the day.....



They even had sidecar racing, but we sure didn't see it on Saturday!

Born to Ride Ken Claus makes local News

Originally run Sunday, July 10, 2005

Mark Spang **Cleveland Plain Dealer Reporter**

photos of Ken's bikes by Rick Griffith

When thousands of motorcyclists roar - Wait, scratch that. When thousands of motorcyclists hum into Lima July 21 for the 2005 BMW Motorcycle Owners national rally, Ken Claus of Amherst, OH will be among them.

Claus and his fellow riders are fans of the German motorcycle maker, which Claus said has a reputation for making machines that are quiet, smooth and reliable.

It's pretty hard to sing "born to accelerate smoothly." But if it could be put to music, that would likely be this gathering's theme song.

Claus has been humming along on a BMW since he bought his first one at the former Penton dealership in Amherst in 1974.

Except for more than 93,000 miles on the odometer and a historical license plate on the back, Claus's R90S looks much as it did 31 years ago. His meticulous care is paying off.

The bike has won several titles at vintage motorcycle shows, where the judges look for cleanliness, care and originality.

It will be shown again at Lima's Beemerville USA Rally.

Claus, 65, is a retired Ford Motor Co. metal finisher. In addition to showing his R90S, his display includes a piece of the bike's original packing crate and the Dec. 7, 1974, receipt with its \$3,748 price.

After working to revive an international R90S Sport Owners Club, Claus leads as its vice president and is rebuilding his sixth R90S with parts acquired from friends, club sources and eBay.

He said he hopes to have that bike together for the rally as well. That's no easy task because Claus insists that every part, including every nut and bolt, be taken apart and cleaned before being reinstalled.

The frame has already been painted. Claus sent out the gas tank, fenders and side panels for a custom paint job to match the original, and it has new tires.

Bikes he has previously restored have been sold. He said that if



there is any profit, he invests it in his next restoration.

BMW built 17,495 of the café-racer-style R90S machines between 1973 and 1976, Claus said. He estimates that about half of those classics are still running.

In good condition, an R90S could fetch an owner more than four times its original price, he said.

Though he said he appreciates the advanced power and technology of his newer 2001 BMW K1200RS, he still enjoys the nostalgia and sports handling of the classic R90S.

How to spot a BMW rider

Every year, when the latest motorcycles are introduced, manufacturers boast about top speed, radical design, rumbling exhaust pipes and engine displacement.

And then there's BMW.

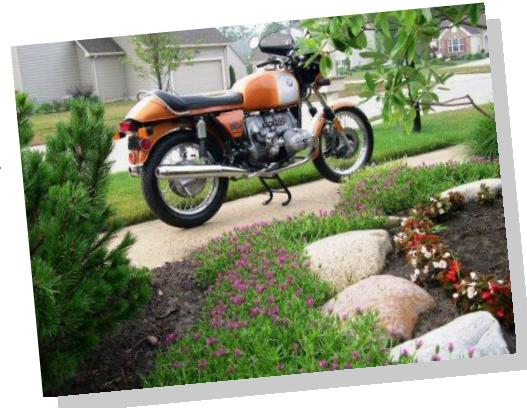
It merely advertises its "quest for a perfect rider's machine." When BMW talks about striving for increased power, it is always in combination with good handling and reliability.

Dale Kramer is the owner of BMW Motorcycles of Cleveland, which opened earlier this year in Aurora. Ask him to describe the sound of a BMW motorcycle and he replies, "Quiet."

OK. So what gets BMW riders excited?

"They're enthusiastic about riding,"

Kramer said. While other motorcyclists gather to dismount and show off their chrome, a typical BMW owner is riding.



"It's not uncommon to put 10,000 miles on in one summer," he said. "They are adventuresome and love to travel."

"A BMW rider is likely to wash his bike by riding through a stream, while other motorcyclists are polishing away in their driveways," Kramer said.

The signature BMW engine is the horizontally opposed twin-cylinder "boxer."

The pistons punch out into air-cooled cylinders on the right

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Born to Ride cont.

(Continued from page 3)

and left, which have kept BMW engines running cool since the 1920s. BMW makes other engines, but the boxer style lives on in several current models including the R1150RT.

A typical BMW rider is also likely to be concerned about safety, wearing a helmet, boots, gloves and leathers, Kramer says.

"There is a faction of riders who say that loud pipes save lives, but BMW riders believe that safe bikes save lives," Kramer said. He said the BMW technology, including its advanced braking systems and suspension designs, make BMWs the safest bikes in the world.

Emphasis at the Lima rally will be on riding, Kramer said. Group rides to points around the state will take off from the rally. Meanwhile, the BMW demo truck will be at the site to offer test rides on new models.

Special thanks to Ron Claus for supplying me with the article about Ken, his dad. ed



I've always wanted to adjust that sexy Bikini Fairing

A lot of R90s owners complain about the mirrors on their bike hitting the fairing and causing small chips in the paint.

Well there are several ways to overcome this problem. Let's start with the one that will not involve a lot of time. Move the controls that hold the mirror down and then move the handle bars and tilt them back towards you in the setting position. (adjust as you are moving the handle bars). Second method: rotate the rubber grommets on the turn signal to the highest position. they are egg shaped and will raise the fairing about 1/8th to 1/4 inch up.

Third method: the top brace which holds the fairing. loosen bolts and nuts that fasten to the main brace under the fork cap on both right and left. The fairing can be tilted forward and then retighten bolts.

Fourth method: if in the process of tilting the fairing forward, you would like a little more clearance, put the 8" brace on top of the bracket that it bolts to. if you need a little more clearance, bend the bracket backwards 1/8th or 1/4 inch and then put the brace on top and refasten.

Fifth method: if all of this does not work for you, take mirrors off and put them into a vice and bend them about 1/4inch out (this will work).

Sixth method: if all fails, send me your mirrors and I will send you a pair of handle bar end mounts(you pay shipping).

Hope my suggestions work for you as it did for me. after many years of trying I have 1inch gap or more between the mirrors and the fairing. I never did put the end mirrors on and I have two sets.

good luck.

Ken Claus



Cleaning out the Pipes by Rick Griffith, Editor

S

t's all locking in now, it's all locking in. It's March of this year and I'm looking at a foot of half melting snow, punctuated by a slight drizzle, just cold enough to make me think twice about the traction of two wheels compared to four.

I see on the BMWMOA website that they're doing a Track Day at Mid-Ohio. Hmm, I already have one scheduled for Grattan Raceway the first Saturday in March. Mid-Ohio is supposed to be spectacular to ride, so I'm told.

It says the first 70 riders to sign up are grouped into two sessions, 1/2 hour in length, with a free 8x10 glossy of you doing your best Mat Mladin impression, (without the bike, style NOR the talent), a free t-shirt and even free eats during the day.



Let's Sign Up!

I call my buddy Mark and twist his arm a little and before you know it. I'm thinking how cool it will be to have the R90s sitting at 7 grand going down the back straight.

Four months go by quick in the Motor City and with a hospital stay thrown in (again) for a nasty round of pneumonia, this fella is primed.

May 7th comes and goes and the session at Grattan goes by all too quick. My friend Mark (on his R1100s) and I on my R1150RT are the only two BMW's on the track and hear it all day long about "what are THESE things doing out here?" from the Squid contingent. Never mind that Mark more than held his own from the "*Racer Boy gets daddy to buy him a new Gixxer but doesn't realize that horsepower isn't what gets you through the turns*".

I hold my own pretty well too, actually passing some of the high performance 600's down the straights and even in a few turns. Telelever and ABS are the answers my friend and in my humble opinion are not celebrated enough in the Motorcycle journals. Go into a turn hard, downshift and pull on the levers. ABS does the rest. Even while leaned over and traversing bumps, the Telelever soaks it up where conventional forks protest quite loudly as one fella found out the "painful" way near the end of the day.

Now Grattan is a VERY technical track with off camber turns, high speed ascending sweepers and even a 5/8 mile long straight. One mistake in any part and a lack of concentration will quickly send you on your keester. Which is exactly what a couple fools did in the first session out. "Warm up your tires", the instructors said. Nah, whatta they know a few rookies lamented. They found out as after the first lap a couple of 'em bit it hard coming out onto the straight.

The day ended quite well. About 140 miles with no cops, dogs or deer! Track Days are a great way to pick up poorly exercised skills. i.e **Michigan winters!**

Processing information at Race track speeds only makes you more competent on the street, ready to fend off the cell phone dialing Soccer Mom or the Cement Truck that needs to turn left from his farrrrr right lane! I always seem to ride away brimming with confidence.



The Day arrives

So July 21st arises clear and bright. Mark and I have arrived at Lima for the BMA National the night before with my wife on her /5. We get up early because we STILL have about 90 miles

(Continued on page 6)

Cleaning out the Pipes cont.

(Continued from page 5)

to ride just to get to the Track. We plan on also meeting fellow R90s member Chris Dobyns at the track with his new GS.

We arrive just in time to get the free breakfast, our t-shirt and tape up all the glass, check tire pressures (30psi max. please) and generally make sure that all is well with the old girl.

We all opt for the Intermediate Class and get ready for the first session. Once again warnings are issued to "take it easy and warm up your tires" and once again someone didn't listen. A guy on a 1150RT goes down on the 2nd lap. They take him away by ambulance and we get to wait about an hour for another ambulance to take its place.

After a few laps, I'm finding out right away that the San Jose fork brace I installed over the winter is paying huge dividends,

Making the front end track with a solid definite feel. And the Billet intake manifolds made a huge difference too, giving the bike more response right off throttle.

So what's it like to ride Mid-Ohio?

Well, FUN would be one adjective. After a few sessions your speed really picks up and your lines through the turns start to get real consistent.

My favorite part was the chicane after Turn 1. It seemed like I could run through there at 90mph. I never got brave enough but the layout begged for more speed. And the back straight after the Keyhole was where you could let it all out. I was hitting 115-120 consistently while never having to shift into 5th. And although those speeds seem tame by today's Sportbike standards, it's still flying on a 30 year old bike with 30 year brake technology.

Downshift a couple gears at the end of the straight and you're

setup for the rest of the turns until you get to Thunder Alley.

That was a fun part too as Ken Claus suggested it would be during our Vintage Days observance a week earlier. I kept missing the line on the left hander at the top though, sweeping right which caused the old forks to jitter a bit. But if I hit it, no problems, almost like a Telelever, if such a comparison can be made. Ok, not really, but the brace felt really good.

Another nice stretch was coming out onto the start/finish which is pre-ceeded by a long right hairpin, then a quick left to the finish. Was real fun leaving the old girl in 2nd and just rolling on the throttle out of the turn, then a quick flick of the bars to go left and accelerate!

There was another R90s there (Daytona Orange) that was highly modified. At least that's the way I felt when he walked around me and a dozen other new BMW's going down the back straight. Who says old bikes aren't fast?

All in all a great day. 160 miles, no crashes and the bike ran flawless in the 90+ degree weather. And even turned 121k on the Track!

Mark, Chris and I stopped at a Roadhouse in Ontario, Ohio for a great steak dinner and a few beers afterwards, thoroughly exhausted both mentally and physically from the day's activities.

We then rode the 90 miles back to Lima, the old S running smoother than it ever has, again brimming with confidence at riding and processing info. at race speeds. For when you slow it down on the normal roads and byways, everything seems to come at you more effortlessly, slower, and you appreciate it even more.

Looking forward to next year for sure.

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



Crown Lager was named in honor of Queen Elizabeth II and was originally sold as an acceptable alternative to drinking wine in restaurants. It remains the leading premium beer in the country accounting for 33% of the premium beer market. Although premium beers still only account for 6% of Australia's total beer consumption, this figure still represents a significant income for the Australian brewers who produce the 1.8 billion liters of beer consumed in the country each year. And as the margins on premium beers are significantly higher than the mass market brands Carlton Crown Lager is an important beer to Carlton United Breweries (CUB).

Charlie Rich owned an R90s? By Craig Vechorik

My first BMW was a Silver Smoke 1975 R90S I bought new (4981158 - I still have the serial number memorized) but sadly, I sold it a few years ago when I found another Silver Smoke, a 1975 with only 18,520 miles on it. I still own the second Silver Smoke R90S. I didn't know it at the time, but it was a beginning of a long career of working with antique BMW motorcycles. I also created a link to your web site from mine at <http://members.aol.com/vechbmw/pg2.html>

As far as a tidbit for your newsletter, I attached 3 photographs and here is the tidbit:

The Tradition Continues by Craig Vechorik

I recently bought a 1976 BMW Daytona orange R90S from a man in Greenville, Mississippi. The serial number is 4990748 and the odometer shows only 5,940 miles. I hope to keep the original paint, which looks good, but the bike needs work. It isn't running as the engine is partially apart. It needs the engine pulled down and all the seals replaced, plus brake and electrical work from sitting still most of its life. The man that sold the motorcycle to me said that musician/singer, Charlie Rich (also known as "The Silver Fox"), bought it new from a dealer and put only about one thousand miles on the bike before he sold it.

Who is Charlie Rich? He had several hit songs including:

Behind Closed Doors

The Most Beautiful Girl in the World

Lonely Weekends

His awards included:

1973 Country Male Vocalist of the year

1973 Country Album of the year

1973 Grammy Award for best country vocal performance

1974 Country Music Association Entertainer of the year.

Since Charlie Rich died in 1995 at age 62, I asked his son, Charlie Rich, Jr. about the motorcycle. He answered me by saying this:

"Yes, he certainly did own that bike. I wondered where it ended up. My Dad loved that bike. He didn't get a chance to ride it that often since he was busy a lot of the time, so I would bet it was in great shape when they sold it. How did you run across it? I hope it still runs good. It ran like a dream when I rode it back in the 70s. It's a classic. Take good care of it and enjoy :) Thanks, Charlie"

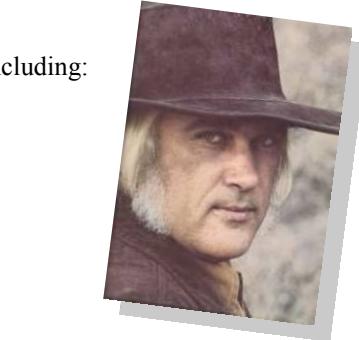
You can bet I will take good care of this motorcycle. I plan to clean her up and get her as close to new as I can (while keeping the original paint). The motorcycle has a home with my other R90S and sixteen older BMW motorcycles at the museum/shop/campground of Bench Mark Works, Sturgis, Mississippi.

Regards,

Vech

Bench Mark Works USA

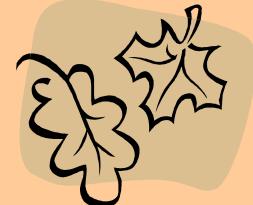
Craig & Elaine Vechorik, Owners
3400 Earles Fork Rd
Sturgis, MS 39769
Telephone/FAX: 662-465-6444



R90s 6th and Last All set

Western New York:

September 16-18, 2005



Event name:
"Sixth & Last
R90s Rally"

Sponsoring
Club: National
R90s Sport Owners,
BMW MOA Charter #67

Event Info: A gathering of owners, riders and lovers of the beloved 1974-75-76 BMW R90s, to be held in Jamestown, NY. Pre-registration of \$10 prior to Sept. 1, \$15 at the gate. Includes two evening meals, Friday night chili and Saturday night spaghetti dinner. Saturday day ride, R90s tech. events, bike judging, campfire, etc. Motels in the area.

Space for tent camping and bike parking. Sorry, no RV parking available at rally site. All other BMW and 'X' bikes welcome.

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

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

jalilley@madbbs.com

Make out pre-registration checks to: 'John Yee-2005 Rally,' and mail to:

John Yee

244 Candia Lane

Cary, NC 27519

For directions and Motel listings, see page 11

Membership Update by John Yee Treasurer/Membership Chairman

As of this printing, we have 158 club members in good standing for 2005 with 3 new members.

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

HOLLIGER, DUANE: Carlock, IL. '75 Silver Smoke, serial #4981521, dual plugged with 63,000 miles.

LOTSOFSKY, STEVE: Reno, NV. '75 Silver Smoke, serial #4980644, stock with 102,000 miles. (Side note: Along with Steve's membership was a copy of his original bill of sale for his 1975 R90S, dated Feb. 25, 1975. Also, get yourself a copy of the Aug. 1988 issue of Motorcyclist magazine. Steve has a nice article in there about this very same bike and how he restored it after it turned 100,000 miles.)

SNIDER, RICK: Royal Oak, MI. '74 Silver Smoke, serial #4950690 with 53,000 miles, dual plugs, lightened flywheel, deep oil pan, front fork brace, rear swing arm brace, stainless steel brake lines, Dyna electronic ignition and Krauser mirrors.

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

ADAMS, MIKE: Mechanicsville, VA. 49,041 miles. Dual plugged, Accel ignition, 2 into 1 custom exhaust & swing arm brace.

Side note #2: Any club members see the Sept. 2005 issue of Cycle World magazine? Go to page #20 in the 'Hotshots' column. I got a chuckle out of a letter that R90S club member, Steve Rauch sent in. I got an even BIGGER chuckle out of the response after Steve's letter. Hey Mr. Rauch, ever been to Dry Prong, Louisiana?

Side note #3: I just found the Premier 2005 issue of 'Motorcycle Classics' at a Barnes & Noble book store. On the cover is Roland Brown at speed with a Daytona Orange R90S with a nice article inside. There is also a great article about the George Barber museum in Birmingham, Alabama. Get yourself an issue, it's a great read and the museum is worth having a look at. I spent a whole day at this museum a few weeks ago. While I was there, a large group of road racers were practicing on the race track which can be seen from inside the museum windows.

FUND RAISERS

1. 'BMW Boxer Twins' book, written by Ian Fallon & released by Whitehorse Press. Hardbound, 7-3/4" x 10-1/4" with 160 pages. Price with shipping included: \$29.95 for USA residents; \$31.95 for our Canadian friends & \$34.95 for all other countries. Congratulations to our two Australian R90S club members (**JULIAN BARSON** and **KEN WRIGHT**) who have been acknowledged for allowing their machines to be featured in this book. Only 8 books left! One book will be given away as a door prize during the 6th & Last Rally.

2. Dellorto float bowl nuts: \$25.00/pair, shipping included. Available from either Bill Stevens or John Yee. One pair might be given away as a door prize at the 6th & Last Rally. We only have a very limited quantity available.

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

4. Embroidered patches: 2003 and 2004 rally patch, Daytona Orange or Silver Smoke, discounted to \$1.00 each. Add token shipping.

5. R90S Gloves: Made from supple Brazilian leather with club logo heat stamped on both RCMP style gauntlets. Sizes: Small, Medium & Large. Cotton lined, \$60.00, shipping included. Thinsulate lined, \$65.00, shipping included. Custom gloves can be supplied for larger/smaller hands with outline tracing of both hands. Please email club President, Bill Stevens for special orders. One pair will be given away as a door prize at the 6th & Last Rally.

6. 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, add token shipping.

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

9. Club hats: Light tan with black bill. Has infinitely adjustable rear Velcro strap. The front of the hat is embroidered with the club decal. European President, Kirk Ratzel designed

(Continued on page 9)

Afoot and light-hearted I take to the open road, Healthy, free and the world before me, The long brown path before me leading wherever I choose.

Walt Whitman, Leaves of Grass

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Membership Update cont.

(Continued from page 8)

the club decal & US President, Bill Stevens ordered the hats & embroidery. Very cool & classy looking! Available now from either Bill Stevens (who is located in Washington State) or John Yee (located in North Carolina). Price is \$19.95, shipping & handling included. One hat will be given away as a door prize at the 6th & Last Rally.

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

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

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

National R90S Sport Owners
c/o Bill Stevens
6222 North Fork Rd
Deming, WA 98244

6th & LAST RALLY

Plans should be well underway for the 6th & Last Rally, hosted by Tony and June Lilley in Jamestown, N.Y. As of this printing I have in my possession, over \$350 worth of door prizes to give away. There will be more arriving. During the last 2 rallies in 2003 & 2004, every attendee received at least one door prize. Most ended up with 2 prizes! If don't want your buddies to win all the neat door prizes, get yourself over to Jamestown; with or without your bike to have a great time and to support your club.

CLUB ROSTERS

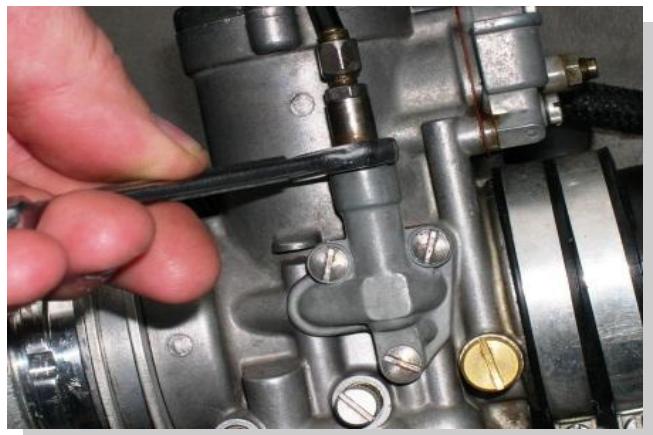
Rosters were either emailed or hard copies sent out recently. I keep a current running update of the rosters at all times and try to send them out a minimum of 2-3 times a year. If any member would like another copy at any time, please do not hesitate to ask. I will try to accommodate you as quick as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

TechTips by RickGriffith

Dellorto Choke System

One of the more often looked components on the Dellorto carburetors of our beloved R90s's is the choke system. Actually an enrichener circuit, it uses an overly rich mixture rather than choking off the air supply to the carburetor.

How it works



The piston is raised up from its seat allowing fresh fuel from the float bowl to bypass the venturi and head straight for the intake tract. This happens when you press down on the choke lever, which moves the cable and hence raises the slide. One for each carb.

What do worn choke slides look like?



The new one is the unit on the left, the old one on the right. The chokes are viewed from the bottom where the rubber seal is obviously worn on the old unit. Replace yours today.

Www.hermys.com is one place to obtain them. Part number is D3238. Expect to gain a few mpg like I did on mine when these were replace. Ed.

Kerry Logan takes High Mileage at the BMW National in Lima

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otal distance : 1318 miles.

Our route went from Norfolk, VA to the western most part of VA; up to Pittsburgh, Pa; down to the southern most part of West VA; north west to Lima.

We departed on Sat, and arrived in Lima on Wednesday.

We took back roads as much as possible, which led to some of the best miles I've ever put on the bike in twelve years of having her.

Great ride, and a great rally.

Thanks for the plaque. It hangs proudly in my garage.

Kerry Logan



Take a load off that clutch hand

Many of us with 1974 model R90s's have long lamented the improvement to the '75 and '76 models, with particular respect to the clutch lever. Specifically the effort it takes to disengage.

Years ago my older brother had a 1958 Harley Duo-Glide. You know, the one with the famous "mouse trap" clutch mechanism. So named because while adjusting if you got your fingers in the wrong place it slammed shut like a mouse trap, and the pain left you feeling like the mouse that stumbled into the real deal!

I once attached a Zebco Fish De-Liar to measure the spring pressure between my R90s and his bike and was surprised to see the R90s required more pull! Now who had the He-man bike?

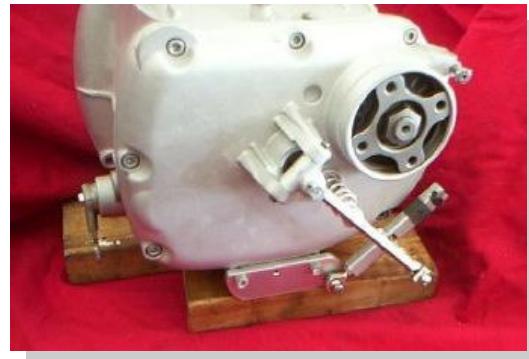
Several efforts have been made over the years to alleviate this problem. Some require cutting the clutch cable to insert the end into a chain/pulley system. Others take the original cable and have you route it around a 180 degree bend.

All have their merits but I believe fellow R90s member **Rick Hummerich** has come up with the best solution. This idea allows the use of the original cable, with no cutting required. I've had it installed for the past two years and can only say good things. The lever effort is reduced by at least 50% and the clutch transition is excellent.

Rich is also donating a portion of each sale to the club. So it's a win-win situation for all!

Contact him at karen47rms@aol.com for more information. Price for the system is \$85 which includes shipping and detailed instructions. And as a gracious move, Rick will be donating \$6 from each sale to the club.

Rick Griffith





Find your way to the R90s Rally

Directions to the R90S Rally September 16 18 2005

Arriving from the north by RT 60 or 86 exit 12 go south to Jamestown NY

1.5 miles to RT 394 turn right or west go 3 miles to Mobil station on right.

Turn left or south onto CR 45. 1 mile up the hill. At top of hill Orchard RD will be on the left .

Signs will be up. If you went to the second stop light you went too far. Turn around.

Motels

1. Colony Motel (716) 488-1904

2 miles from rally

2. Comfort Inn by exit 12 664-5920

4 miles from rally

3. Holiday Inn 664-3400

3 miles from rally

4. Best Western 1-800-528-1234

3 miles from rally

Light up your Rear End

I just happened to stumble onto some flashing LED'S at our local Auto Parts store. (Auto-Zone or Murray's) My first thought was a R90S Stoplight! Since a 30 year old Stoplight is outdated in today's traffic.

Lets open the package, you will find 2 LED Units that are a little over 2" in length, with 6 LED'S in each unit, a little black box as a control unit, (Flasher) an in-line Fuse, a switch and lots of wire.

To Mount:

Mount the Flashing LED'S on top of your Tail-light housing, close to the rear tool-box, Using two-way Tape(The Type that is used for automotive moldings). You are going to end up with a lot more tape than you will need, so keep your Friends in mind! Next pull the wires into the Taillight Housing. Install

(Continued on page 13)

J

The R90s Sport Owners Club is an International non profit organization dedicated to the preservation, restoration and overall enjoyment of 1974 thru 1976 R90s Motorcycles.

Many of our enthusiastic members feel this bike was the pinnacle of Motorcycle design, function and aesthetic beauty.

*On our website and in our chat room you will find many members willing to offer advice, recommendations and support designed to keep your bike where it belongs.....**On the Road!***

Please join us at a rally or better yet, join our organization so you can share your enthusiasm with like minded members. (ed)

<http://autos.groups.yahoo.com/group/R90SWORLDNET/>

And of course,

<http://www.bmwr90sownersclub.org/>



Who runs this little organization anyway?

Well, basically our members do, but these folks graciously give their time and energies to make the club what it is:

President: Bill Stevens

European Chapter President: Kirk Ratzel

Australian Chapter President: Philip McCardle

Vice President: Ken Claus

Treasurer: John Yee

Secretary: Norm Delezenne

Newsletter Editor: Rick Griffith

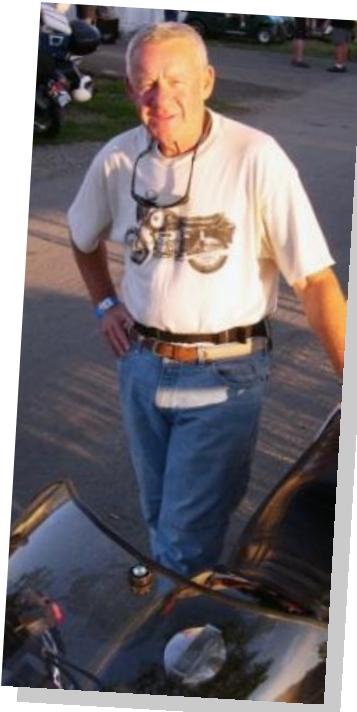
Road Captain: Dale Wright

Safety Chairman: Howard Cobb

Historian: Mac Kirkpatrick

Member Profile

Meet Pete Schwartz



My riding career started early when at age 13 I bought my first motorbike, a used Whizzer. From there I progressed through several Cushman Scooters, then a number of small motorcycles, and finally an Ossa dirt machine and various Brit road bikes. My favorite ride at that point was a Norton Commando Fastback that I'd spent many hours modifying in a futile attempt to gain some reliability.

It was then that my employer Occidental Petroleum Corp. transferred me to Geneva Switzerland. After a few months of driving the fabulous roads of Southern Europe and the Alps I

knew I needed a bike there. So I bought a used R75/5. It was OK but with the good fortune of having an ex-pat's inflated compensation, I decided it was time to step up and buy my first brand new Motorcycle. There really was only one choice in 1975 if you wanted a reliable "café Racer": BMW's new R90S. So I contacted the Krauser dealership in Munich and arranged to buy a SS machine with their own brand hard bags and aluminum 6 spoke wheels, the latter including a rear disc brake conversion. The total price was \$4,500.00, almost as much as a new Corvette cost that year!

I rode the bike back from Germany, all over Switzerland and Austria, through southern France, Italy, and even had it ferried to Majorca and Ibiza for short tours. When my time in Europe was up I rode through France to Normandy where together we boarded the QE II for New York. I still have photos of the bike suspended 30 meters above the wharf in a mesh net as it was lifted into the hold.

We arrived early on the Fourth of July, 1975 in NYC and after clearing customs I hopped aboard and rode all day, arriving in Michigan that night. A week later I headed for California, completing the 1000 miles to Denver on the first day in anticipation of a hot date there. Another friend joined me in San Francisco and we rode double up the coast to Oregon, then back to Michigan on the Northern Route. At each night's rest stop she would

pore over the map looking for the nearest airport, and each morning she would gamely soldier on. The only problems so far were an alternator that quit in the desert causing me to limp into California the battery, and "sticky" Dunlop rear tire that wore out in less than 3000 miles. I also tried a taller windshield but found it caused lots of buffeting, so I left it with a friend who turned it into a magazine rack.

Since that trip I've had the bike all over the USA but usually only one or two big trips a year and a few short ones in between. Total mileage to date is about 60,000. I did all my own service work for the first 25 years, but have gotten lazy lately and had the dealer do a main seal replacement and spline lube. The heads have never been off but I'm considering a ring and hone job this winter as oil consumption is now up to $\frac{1}{2}$ quart per hot day. She runs great and sounds good with the 2 into 1 S&S pipe I installed in 1978. As for the future, every year I try out the new bikes but so far have yet to find one I like better than the R90S. It gets me down the road at 75-80 all day in comfort, handles and stops reasonably well, and is great fun to arrive on. I also enjoy reminiscing about all the great places I've been and people I've ridden with as I go down the road. So after 50 years of riding, the last 30 on the same machine, I see no reason to change now.



THE T-9® STORY

Boeshield T-9® was developed by The Boeing Co. for long-term protection of aircraft. Their research proved that none of the teflon, silicone, or synthetic sprays held up for long when exposed to a corrosive environment. So they engineered a new product designed to:

- Penetrate deeply into fasteners and fixtures.
- Dissolve and remove existing corrosion.
- Dry to a clean waxy film.
- Lubricate and protect for months.

It will also loosen rusted parts and will not harm paints, plastics, vinyl or rubber.

APPLICATION

- For heavy film, spray on and allow to dry.
- For lighter film, spray on and wipe off.
- To remove coating, use any solvent or emulsifying cleaner.

GUARANTEE

We feel we have the best product of its type on the market. If you can find a better penetrating lubricant and protectant, let us know, and we'll refund your purchase price.

MARINE

Outboard & Inboard Engines
Prop. Trim Tabs & Out Drives
Sailboat Rigging & Hardware
Towens & Outriggers

ELECTRICAL

Battery Terminals
Instrument Wiring
Fuse Panels

AUTOMOTIVE

Engine & Accessories
Hinges & Locks
Cables & Linkage
Trailer, Hitch, Springs

PRICING

1 oz. drip bottle	\$3.99 ea.
4 oz. drip bottle	.75 ea.
12 oz. aerosol (no drip)	\$7.99 ea.
1 gallon bulk	\$9.99 ea.

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Shop Tools & Hand Tools
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Saw Blades & Drill Bits

SPORT & HOUSEHOLD

Guns & Fishing Reels
Locks & Hinges
Sliding Doors & Windows
Lawn & Garden Tools

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FAX 616-355-6675
WEBSITE www.boeshield.com
E-MAIL sales@boeshield.com

*Trademark and technology licensed by THE BOEING CO.

Pete owns Boeshield, a company that makes superior lubricants. Many, many uses for your R90s and other items, www.boeshield.com



Pics of member's bikes at the Lima National Rally

By Rick Griffith



(LED Lights Continued from page 11)

the Flasher inside the Taillight behind the reflector using the same two way tape. Connect the red wire to the Stop-light Terminal and the black wire to ground.

(Backside of Reflector)

This Stoplight improvement is not visible when you are walking around the Bike, you will have to bend down and look under the seat cowl to see it. But when in use, the Car Driver 20 feet behind you will know at an instant that you have applied the Brakes.

My opinion, a very nice Safety improvement for less than \$20.00 and only 1 hour worth of your time!

Safe Riding!

Rick Huemmerich

Las Vegas, Nevada



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.