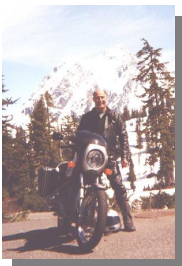


BMW MOA Northwest Passage Rally Bill Stevens



Welcome to Washington!

I would like to take this opportunity to welcome you to Spokane and the 32nd



International BMW MOA Rally. On behalf of the National R90S Sport Owners Club, I invite you to share in our celebration of the 30th Anniversary of BMW's first and foremost Classic Superbike- the R90S.

I have long been a motorcycle enthusiast. On a business trip to San Diego in early spring of 2001, I found my 74' Silver Smoke cloaked with a tarp inside the owner's garage. The bike had been stored for more than 10 years and needed a new home.

I purchased the bike, transported it home to Bellingham, WA and within days, had the bike back on the road. Soon thereafter, I joined the National R90S Sport Owner's Club. I quickly found that the members of the club were true R90S enthusiasts and shared my love affair for classic bikes, pride of ownership, and a good cold beer after a long day's ride. My appetite for the R90S increased. I purchased a 76 Silver Smoke

while in Ohio the same summer, thereafter spending the winter months wrenching, polishing, and prepping both bikes for the 2002 riding season.

Members of the club provided me with an immeasurable amount of assistance that winter, both over the phone and through the R90SWORLDNET discussion group. As time would have it, in the spring of 2002, Rick Griffith asked me to accept a nomination to replace him as reigning club president allowing him time to organize and edit our club newsletter. I accepted the position with full intent of broadening the club's exposure and member participation from east coast to west. It has been a great ride meeting members throughout the USA and participating in club rallies and activities.

In June of 2002, we held the first ever R90S West Coast Rendezvous at Grover Hot Springs State Park in California's central Sierra's. The rally was the collaboration of rally chair Mik Herman and his intrepid golden retriever Calvin. The rest is history. The event was successful enough to prompt attendees to support and participate in an annual west coast event.

The First and Last R90S rally

was held at Mac Kirkpatrick's (Dr. Beemer) house in Glenmore, PA in September 2000. A group photo of the rally donned the front cover of BMW ON in January 2001. Since that date there have been 3 such rally's for devotees of the R90S at various sites in the Midwest/Eastern USA. At the 3rd and Last in September, 2002, I was taken ill by a sickness known no other than Daytona Orange. I left the rally knowing full and well that some day I would acquire a "loud-paint" version of the "S" to accompany my Silver Smokes.

That day arrived in the spring of 2003. With the help of John & Tena Gallagher in Danville, CA, we plied their neighbor George Mihalik with copious amounts of red zin in pursuit of his original owner, unrestored, original paint, 76' Daytona Orange. Several months later, I arrived in Danville and completed the transaction. "Jessie" was transported home to Bellingham, and prepped for a return trip to California for the 2004 West Coast Rendezvous in Quincy, CA.

As luck would have it, Jessie's shift detent spring broke in an inopportune moment during our group ride on Saturday morning. Fortunately for me, Ozzie's BMW

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Special points of interest:

- Kerry Logan takes his R90s on a cross country adventure
- Bill Stevens takes 1st at the National
- Get those Replacement Parts
- R90s Gloves are in!
- 5th and Last coverage
- Pics from the Rally
- Membership Application

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BMW MOA Northwest Passage Rally

(cont.)

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was just 2 hours away. In Ozzie's absence, Mike sent a shop representative to pick me and the bike up, made the necessary repairs, and got me back on the road the same evening. Ozzie's staff provided truly exemplary service and is living example of the BMW tradition. Jessie & I returned home, and later earned the "Best Airhead" award at the Washington State BMW rally in Republic, WA. It marked an eventful end to a riding season shared

with friends.

On behalf of the R90S Sport Owners Club, I would like to extend our appreciation to BMW MOA for hosting the Northwest Passage Rally.

A special thanks to Jackie Hughes, Rally Chair, for helping to coordinate a site for our members to display their bikes and share the heritage of the R90S.

I look forward to meeting you while you are in Spokane. Enjoy the many splen-

dors and great roads the Northwest has to offer. See you on the road!



Beauty and the Beast

2004 BMW NATIONAL RALLY JOURNEY

Kerry Logan

The hardest thing was coming home.

I guess that I should start from the beginning though. The preparations to take Betty cross country weren't to tough. Adventure did a great job of tuning her up. She got some carb work done which promised better gas mileage. It turned out that it increased from about 39 mpg to about 48... quite a significant jump.

I left on Friday to get to Pittsburgh to pick up my buddy Craig for an official start time of 0600 Sat morning. I was disheartened at the phone call that I received from Craig.

"The bike doesn't go... it's in the shop" When I arrived in Pitt at about 1500, he indicated that BMW of Pittsburgh "might get a chance to look at it today." Well, there's the beginning of the trip shot, let's see how bad it can get. The shop gave a call at about 1645. Bad HALL Sensor, none available locally, we'll have it Tuesday; we'll have you on the road Tuesday



afternoon. EXCUSE ME? A Tuesday afternoon departure would surely have had a negative impact on our ability to be in Spokane on Wednesday afternoon. Think, Think, Think... "Well," I said "Adventure did such a good job so far, let's see if they can help out here."

"Guys..." the story followed.

"Yeah, we have three on the shelf"

After a very expensive overnight FEDEX, we were at the shop bright and early to see if we could salvage a Saturday underway. They had us out the door at 1330, only to return at 1345 to have the throttle position indicator replaced. 1445... The GS is purring like a kitten. Do we stay or go? 1730... after \$700.00 and about 12 hours late we made it out the door.

"We'll just go till we get tired." We made it to Toledo by about midnight. We also picked up our first solo guy. We rode with Thad all of the next day. The two things that stand out about that day are a 20 minute rain event (for which we were geared up), and, no matter what you do, stay at least a hundred miles away from Chicago. That night, Thad was on a schedule to attend the BMW Sport Touring Riders Pre-Rally somewhere south of Spokane, so we parted ways and camped by a very nice lake on the Wisconsin - Minnesota border.

Day three was a lets see how far we can go day. We made it to Sturgis S.D. They were already in full swing for their major event coming up. We stayed at a hotel with seven other BMWs in the parking lot. There was a real nice CHP police bike that the owner had gotten through Morton's on a buy back program. I subsequently saw that bike on the people's choice show floor. I don't know if he won or not. He was probably just looking for AC like every one else. We probably saw a hundred other BMW on the road. At rest stops, passing or being passed. It was

(Continued on page 3)

Beauty and the Beast (cont.)

(Continued from page 2)

during this period that we acquired the title "Beauty and the Beast". Craig had a pretty far out rig. There were two types of people that we talked to. The first group walked straight past Craig's GS, up to Betty and started telling their story...

"I have one in my garage..."

"Worst mistake I ever made was to sell mine..." "Is that original paint?" "I didn't even know BMW made motorcycles." Etcetera

The other well defined group was Daytona Orange blind, and wanted to get Craig's \$19.00 GPS mount plans. Or talk about the effects of wind on what became affectionately known as "The Spinnaker". We determined that if you tossed the GS in the water, you would surely catch a fish...

Dad always says... "The ugliest lure always does."

"So, are you going to the rally?"

I think that after about Tuesday, there was an unwritten rule forbidding the question.

Day four. *We picked up a couple of additional stragglers along the way, and survived our first major weather event. The thunderhead outside Bozeman MT looked like it was a couple of miles off of our track. As a matter of fact the course of the road led us straight for a hole of light in the otherwise black front.*

"We won't even need raingear for this." We all agreed, as we stopped at the last rest stop before the storm. We were right. However, the hole of light was filled with wind. Tough to guesstimate what speed the wind was... probably 60-80 mph. We singled up and trudged through it at about 45 mph. We ended up in Butte MT that night.

Day five. We got into Spokane at about 1500 and established a camp at a KOA about five miles from the Rally site. We didn't know what camping conditions would be at the site, so we reserved it for

the weekend. We ended up hooking up with a pair of friends from Seattle. They came from Seattle to Spokane via Monterey CA (my home town). They went down for a bike race at Laguna Seca. Seattle to Spokane... 2230 miles. I have the right kind of friends.

We all headed out to the Rally the next day. There was nowhere left to camp. We were pleased at the decision to stay at the KOA. Laundry, showers, a pool, and breathing room are all valuable assets on the road. The Rally was overwhelming. Take a look at the numbers on the MOA page, very impressive. There were rows of hundreds of motorcycles, all looking for shade. We had to park on the asphalt, no shade, and it got to over a hundred degrees, (or so I was told). I knew that the National R90S club was going to have a presence, so I sought them out. They turned out to be in a corner (albeit a large corner) of Bin 3.

"Sure, bring your bike on in! I've got a spot for it right here."

Betty was instantly brought into an air conditioned space and put on a nice blue carpet behind a blue velvet rope with 17 of her brothers and sisters. It was a proud moment.

There were lots of vendors, tech seminars, bikes, and people. It was a good time. The Metzler truck had a buy the back, get the front for free. Unfortunately I decided to wait based on their limited selection. Craig got his PIAA's fixed. They (PIAA) are a great product. His relay blew, and they had it replaced and upgraded for him. They really do stand behind their product.



I headed to Seattle the next day so that I could claim a true coast to coast journey. Actually, a condition for my wife to let me take the trip was to attend a wedding of a very dear friend and meet relatives. With the happy couple starting their new life together and Aunt Crystal met, I headed back the next morning. The three hundred mile days seemed to lose their impact on me somewhere along the way. I got to the Rally in time to have Betty judged by the AMA judges. Surprisingly, she didn't win. I thought that I got extra points for the bugs. It was a great experience. I learned a lot about my bike.

It turns out that when I got back, Craig had suffered a catastrophic back failure. Where better than at the BMW National Rally. In the course of repairs, the bleeder nipple broke off. Unable to acquire the correct part on a Saturday night, he was forced to plug the hole with a bolt and ride with sluggish brakes. We verified that Blackfoot Motors in Calgary had the correct part and changed our route by about four hours to stop by to effect repairs.

The next day, we headed for Canada. The Canadian Rockies are beautiful. Craig managed to make it through o.k. and the next day, we got to Calgary. The first sign of what was to come was when we loaded the GPS coordinates of Blackfoot Motors in, and ended up in a residential neighborhood. We finally managed to find the place and wouldn't you know it... They only had front brake bleeder nipples. We were both pretty ticked off and decided to motor away never to return to Blackfoot Motors. As we were climbing on to the bikes, a guy showed up on his K75S.

"Nice bikes, Eh. You coming back from the Rally, Eh?"

"Thanks. Yes. Your store doesn't have the part we need so, we need to hit the road."

"Oh, well did you try ANDERWERKS, Eh?"

(Continued on page 4)

Beauty and the Beast (cont.)

(Continued from page 3)

“We don’t know ANDERWERKS.”

“Oh, well they’re the good BMW place in town, Eh. Everyone goes there, Eh. Let’s give them a call, Eh and see if they can fix you up, Eh.”

He then drove us to ANDERWERKS. BMW Motorcycle Maintenance Mecca. Of course they had Craig’s part. Of course they’ll give Betty a new back shoe. Butch, the BMWMOA Ambassador who was on his way back home to Manitoba put on a pot of coffee and we hung out and shot the breeze and checked out all of the amazing project bikes and talked modifications and restorations and it was great. We left about six hours after we got there enlightened. Check out their website. The /5 Toaster w/ Sidecar was an amazing machine, and the ANDERWERKS GS... Words won’t do it justice. <http://www.anderwerks.com/>.

Careful to observe the weather, we geared up and got down the road just as the first drops started falling. It seemed that there was a huge black storm front nipping at our heels. It was easy enough to out run, and after about an hour and a half, I realized that we hadn’t eaten all day.

We stopped at the next little restaurant on the Canadian planes that we came to. Craig kind of looked at me funny.

“Must have French fries and a coke to continue!”

“Excuse me, but don’t you see that storm front?” was his reply.

“Must have French fries and a coke to continue!”

He had lost the battle. We entered, and when the waitress came up...

“Two French fries, two cokes and we’re trying to outrun that storm.” I said, as I pointed to the wall of black

bearing down.

“I understand” she said. She promptly returned with the biggest and best plate of French fries that I’ve ever had. We ate and paid as fast as possible, looked at each other and ran out the door. Stay or go??? The wind had started to whip up the dirt parking lot and we made the call...still time. By the time we were sitting on the bikes, all we could see of the restaurant was faces peering out at “the crazy motorcyclists”. We had to get out of there quick. After a short wrong turn, we made it to the freeway. I could only see probably 25 feet down the road. We pulled on to the shoulder and got the speed up slowly in the dust cloud till it was safe to merge into the non existent traffic (all of the smart Canadians were sitting in the restaurant eating French fries). When I got in front of the dust cloud and was just battling the wind (Bozeman revisited), I looked in my rear view mirror only to find that I had a much bigger problem than a storm. It appeared that there was a 747 landing right behind me. Confused for a moment, all became clear when I realized that it was just Craig, but he had energized his PIAA’s. I think I suffered permanent retina damage and am considering legal action. Wow, those things are bright.

As Craig passed me, he pointed out to the right hand prairie. Sure enough... a funnel cloud. We took it up a couple of Kmh and didn’t stop till we were long gone.

The rest of the trip back to Pitt was pretty uneventful. The only lesson learned from the last couple of days was, Stay at least two hundred miles away from Chicago!

Gear report: AGV 100% waterproof boots are not, and have been replaced with BMW waterproof boots (which are). The PIAA H4 lamp I installed was great. Made a big difference.

My new Fieldsheer perforated leather jacket is one of the poorest quality items that I’ve ever purchased. The ten year old pants are the best. The brand new jacket is an example of a great plan poorly executed. If you must have Fieldsheer leather, go on Ebay and get vintage stuff.

I lost the right cylinder a couple of times. It turned out that it was a stuck float. When we got to Pitt, we had a big (well deserved) Porterhouse Steak dinner, and then worked on the carbs. Got it all figured out and headed for home sat morning at 0600.



The hardest thing was coming home.

I got stung by a hornet, rained on, stuck in HRBT traffic. I made it back at about 1400. My wife was happy. My cats were happy, and I was happy. After a rest on Sunday, I was ready to do it again, but alas, no wedding to go to this week...

6554 miles. I couldn’t have done it without help from Adventure BMW, BMW of Pitt, ANDERWERKS, a good motorcycle, and of course my riding buddy... Craig.

Pres. Bill Stevens finally takes 1st at the National

Vintage BMW Display Spokane, WA – July 2004

By **Jim Falk**, BMWMOA Vintage Chairman

This year's Vintage Display yielded a respectable turnout of bikes on display over the course of the rally, with a total of fifty (50) bikes registered in all. This is about the average to be expected over the fourteen years that I have chaired this event. One unique feature of this year's display is that we were combined with a special display on behalf of the R90S Owner's Club, conducted by Bill Stevens and reviewed in his own separate article. Of the fifty bikes we had on display, seventeen (17) were R90S models, or about 1/3 of the overall display. The remaining bikes on display were as follows:

Fifteen (15) Classic Twins – 1955-69; eight (8) Post Classic Twins – 1970-73; two (2) each of the /6 twins – 1974-76, Vintage Twins – 1950-54, and Sidecar models; only one Single cylinder R26, one Pre-War R51 – 1938; one modified twin and one Brand X – a 1950 Sunbeam S7 model.

As usual, we had quite a spread of geography among the entries: twenty seven (27) from Washington, five (5) from California, four (4) from British Columbia, three (3) each from Oregon, Idaho and Montana, and one each from Arizona, Texas, Virginia, New York and New Hampshire. The New York entry was an R90S ridden by Chad Strohmayer the entire distance from Brooklyn, capping a 6,500 mile journey!

Our volunteers were quite helpful as usual, especially since I did not have official assistant chairs this year. I would

like to thank them and recognize them for their efforts:

Jonathan Gifford – Omaha, NE; Bill Stevens, Deming, WA; Lin Smith, Barrington, NH; Jerry Sullivan & Diana Petersen, Vacaville, CA; Jim & Kathy Benge, San Diego, CA; Jeff Brummel, Hillsboro, OR; Larry & Sheryl Arnold, New Philadelphia, OH; Greg Glur and Ann Marie Steffan, Fargo, ND; Chip Dyson, Sacramento, CA; John & Karen Mason, Portland, OR; Michael & Jillian Racicet, Gloucester, MA; and Kevin Brooks, Olympia, WA.

We had some special feature bikes on display, aside from the awards given in the judging event and the two major trophies. Of particular note was the 1938 R51 displayed by Kevin Brooks. Kevin had actually restored this bike for a gentleman named Steve Ready, and it was well deserving of the award received in the judging event.

Special appreciation plaques were given to three individuals who assisted me with the judging of the Vintage bikes: Brock Downey of Calgary, Alberta; Steve Prokop of Dundee, Oregon; and Ken Claus from Northeastern Ohio. The actual Vintage Judging Awards were done separately but in coordination with the other bike judging conducted by Jonathan Gifford. Since we do not know how many bikes will enter or how many will be in each class, the awards are sent separately to each individual following the rally.

I would like to thank Bob and Naomi Loneragan for handling this task promptly and efficiently. The Vintage judging is done in accordance with AMCA (Antique MC Club of America) standards, where every bike starts with 100 points and is judged against its own merits, not against others. The Vintage Awards Summary is

as follows:

Classic Twins – 1955-69 – Unrestored/ Original

1st Place – Art Romano, Beaverton, OR – 1960 R60

2nd Place – Richard Kuschel, Missoula, MT – 1967 R60/2

Classic Twins – 1955-69 – Restored

1st Place – Scott Williams, Palo Alto, CA – 1961 R69S

2nd Place – Michael Forney – Bainbridge Island, WA – 1963 R60/2

3rd Place – Lee Underkofler – Blanchard, ID – 1969 R69US

Vintage Twins – 1950-54 – Restored

1st Place – Kevin Brooks, Olympia, WA – 1954 R68

2nd Place – Stu Sherman, Sequim, WA – 1952 R51/3

Post Classic Twins - /5 and /6 Series – 1970-76

1st Place – Arnold Garcia, Bedford, TX – 1973 R75/5

2nd Place – Arden White, Snohomish, WA – 1972 R75/5

3rd Place – Stu Sherman, Sequim, WA – 1972 R50/5

R90S Sport Classic – 1974-76

1st Place – **Bill Stevens**, Deming, WA – 1974 R90S

2nd Place – Duncan Reid, Salmon Arm, B.C. – 1975 R90S

3rd Place – Scott Faulkner, Burien, WA – 1975 R90S

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Pres. Bill (cont.)

(Continued from page 5)

Single Cylinder Models – 1949-67

One Award – Burt Welch, Snohomish, WA – 1958 R26

Pre-War Models – 1923-39

One Award – Kevin Brooks (for Steve Ready), Olympia/Gig Harbor, WA – 1938 R51

Sidecar Models – All Years Vintage

One Award – Joe & Sue Bora, Federal Way, WA – 1967 R60/2 with Steib S501

Two very special awards were given this year to very deserving individuals. The first of these is the **Vern Mitchell Trophy**, given for the 11th consecutive year in memory of Vern Mitchell, a noted Vintage enthusiast and restoration specialist. This award is given to an individual who restores a Pre-1970 BMW model largely of their own effort rather than relying on outside or contract help to do so. The award this year was presented to **Scott Williams of Palo Alto, CA for his immaculate and detailed restoration of a 1961 R69S**. Scott is a radiologist working for Stanford, and is also an accomplished machinist; as such, he did his own work on most of the restoration and actu-

ally rode it to Spokane! The other special trophy is the 2nd presentation of the **Richard E. Ogden Memorial Award**. Dick Ogden was my friend of 23 years and actually introduced me to BMW motorcycles in 1971; he also passed away less than two months after Vern Mitchell. Dick was a benevolent human being who thought always of helping others, and the award is given to an individual who displays this sort of effort for the Vintage cause. **Jeff Brummel from Hillsboro, Oregon** helped us throughout the rally, assisted me with my seminar, and answered many questions for visitors to the display, besides bringing an immaculate 1959 R69 model which he inherited from his father and restored beautifully for the display. This bike is featured in the August issue of BMWON. Congratulations, Jeff, on a well deserved award for your efforts!

I would like to also thank those who attended our seminar on Vintage BMW's; we had about forty (40) in attendance, showing that the following is certainly alive and well. We shall do our best to preserve the interest in the classics.

Thanks to everyone for your help in making this another great year for the Vintage BMW efforts, and we look forward to continuing the tradition in the years to come!

Some Pics from the R90s



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).

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:

National R90S Sport Owner's Club
c/o John Yee
717 Amberwood Ct.
Troy, Michigan 48085
U.S.A.

***Do you have any interesting stories, rebuilds and repairs, tips, restorations, bike searching adventures, etc. concerning your R90S that you

Get those replacement parts!

“Replacement Parts” no longer available (or “NLA”) from BMW

by Norm Delezenne with photos

by Rick Griffith

We thought it would be a worthwhile task to write a piece about the availability of replacement parts for our bikes. We should be aware that any part that was “R90s specific” either is now considered “NLA” or could be shortly.

It’s important to mention that while BMW takes great pride in saying that “replacement parts” for their products (even for some pre-war models) are still available, what you can buy, even though it will work

on the bike, is sometimes not the same part as was originally installed. A good parts guy at your local shop can usually tell you what items while being available for sale are not exact replacements.

Ebay is a good place to search for spare or replacement parts but a great place to watch is The Internet BMW Riders (IBMWR) website at www.ibmwr.org/market. This extensive listing of all things “BMW”

is updated daily. It’s very easy to list your own goodies for sale as well.

If a private party has parts for sale described as “NOS” or “new old stock” they likely are original parts

that were purchased way back when for whatever reason but never actually used. I (Norm) bought a mirror a few years ago still in the original sealed plastic bag. There are still a fair amount of NLA parts out there but the prices people are asking for them are going up.

Also good to note is that BMW’s own “Mobile Tradition” group may have some “reproduction” items available for sale in the future. This would be similar to the group of “/2” parts they currently offer to restorers and collectors. I’m sure their parts (yeah...right) will be reasonably priced.

The following is based on our own experience with finding replacement bits and discussions

with many

of our fellow club members. We don’t claim (by any stretch) that this list is complete.

Gas Tank

We don’t need to explain this one. The R90s only “flip top” (large /6 style) fuel tank is unattainable new

from BMW. I (Norm) talked with a Mobile Tradition guy from BMW recently who confirmed the tank may be available (as new) in the future. Also, we talked with a guy at the MOA National last year who took a /7 tank (with the flush mount gas cap) and welded in the “flip” neck portion from a R90/6 (smaller) tank to create a R90S tank. A great idea if you need a tank and can’t find an original or don’t want to pay the \$500 or more I’ve seen a so-so condition one sell for. Keep this in mind for future restorations. A word here while talking bodywork, we are fairly certain all the other pieces, fairing, fenders, side covers, can

still be purchased from BMW as new.

Gas Cap

Keep polishing your current knob, so to speak. The “flip style” cap is NLA. We’ve seen NOS caps go for

\$75. You can however purchase (from BMW) a “locking” cap that is the same style. These were a period accessory as well.

Everbest & Karcoma Gas Taps

The original Everbest petcocks from 1974 are NLA. If you have an original set, they are probably leaking like a sieve but hold on to them as they are worth a great deal of money to someone looking for 100% originality. They are fairly complicated to rebuild and most people have replaced them with the much more reliable Karcoma’s which last longer, do not leak and are infinitely rebuildable. The Karcoma “straight down” style (from later models) is not sold by BMW. They offer the “90 degree” style that points to the rear, making it easier to check the oil. Motobins in the UK sells the original style tap from the original supplier at a reasonable price. Others in Europe may sell them as well. Get thee a Motobins catalog and get the original stuff for a reasonable price from jolly old England.

Carb Float Bowl Nuts

If you follow the club news list you know this story. The club recently purchased a stash of float bowl nuts

reproduced for us by a master machinist. They are beautiful, looking even better than your own personal nuts and cost less as well. Sug-

gest you hurry up and contact John Yee for details.

Accelerator Cable Nipples

These are the “curved” style nipples held in place by a hex-nut, at the top of each Dellorto. The modern replacement is a “straight” style designed to work with modern cables. Be careful with your original ones!

The new-style cables will work with older curved nipples. You just have to remove a portion of the sheathing to get the right length of sheath. This can be done by measuring the sheath length of the old cable and new and carefully cutting through the sheath after removing the end ferrule. I (Rick) did this a few years ago and had no problems. Just have to be a little careful with the old hacksaw! The cable length is the same whether using straight nipples or curved. Watch for a future article on how to do this.



Mirrors

Currently very desirable to have the original ones. Watched a few NOS ones sell for \$100 + on Ebay. Originals were the (always) black “thin” diameter (about 3/8?) stalks with no “nut” to tighten the mirror. They came in two models, straight and curved stalk, made from copper. We have seen both styles on all three years. They were never chrome. Replacement mirrors from BMW at present are the newer larger diameter stalk style with a “hex” style nut incorporated where the stalk meets the mirror to snug it up.

Handlebar Switchgear

The “/6 style” switches that appeared with the 1975 models are NLA. If you order replacements you get a later style for both hands, we’re not clear what model bike these are from. They may be from the “/7” style or from a later model airhead. I (Norm) need the left-hand right now as my high-beam switch jams-up and the fragile white lettering is almost completely worn off both hands on the originals on my bike. Sometimes you’ll see these on Ebay for mega \$\$.

Handlebar Clamps

We are told these are NLA but I’ve never tried to order them. They are the two “polished center” clamps below your speedo and tach that clamp your handlebars in place. Makes sense as these were R90S specific items. Once

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and awhile someone on Ebay or the IBMWR Marketplace has NOS clamps for sale for big dollars. We believe the 74 models were



straight polished aluminum, and starting in late '74 they changed the design to be black and have a raised rib on them. Rick's are straight polished units, but then again, his is a very early '74 model (manufactured in 10/73), the 926th R90s made.

Seat Cover

We believe BMW does not offer them, but we



could be wrong. Moto-Bins does however and Bob's may as well. Remember 1974's were a different style cover. At least for the '74's, the replacement seats are made by a company called Zelph. The Zelph covers are "close" to original, but the material looks different and (we believe) is a little thinner. The pattern for that year is two rectangular sections. The 75' and 76' seat covers were the same (we think) and are often interchanged.

Tailpiece "R90S" emblem

This may be the "holy grail" of "NLA" R90S parts. This is the square emblem that goes below the roundel on the seat cowl. Have not seen one for sale for years. Be careful if you remove yours!

Footpeg Rubbers and Hand Grips

We believe you cannot get the round "Denfield" style rubbers from BMW anymore. If you went to order from a dealer you'd likely get the later "square" style, and if you like um' these will push on with no problem. There are however several people who sell a reproduc-

tion "round" rubber foot pegs and hand grips. Try "Bob's". The quality (our opinion) is not as good as original bits.

Headlight Gasket

The round rubber seal that fits around the headlight to close-up the gap between the headlight and the fairing. We've heard this is NLA but not certain.

Rear Shocks

We are not certain if you can buy a replacement from BMW. Or why you'd want to. Koni's were the choice for years but Koni stopped making products for motorcycles several years ago. A company took over the motorcycle division of Koni and is now called IKON. They still make shocks that are identical to the original Koni's. In fact, we believe they bought all the original tooling from Koni. Here's a link from a company we found in Australia still selling them: <http://www.proven.com.au/imcmanbmw.shtml>. But there are a ton of companies locally still selling them. Do a search for "IKON shocks" on the Web. And the part number is still 7610-1298 for the R90s. Reproduction shock covers are available from Bob's BMW. They look quite good but are (surprise) rather pricey. Your shock must be disassembled (you'll need a spring compressing tool) to install the new covers on your new (or old) shocks.

Mufflers

BMW sells replacement silencers that look good except for the governmental required (we think) wording stamped on at least one (or both) of them. The stamped area is about two by five inches near the inlet for

the header pipe, in plain sight. Looks somewhat tacky. Try Emgo (or Epc?) brand mufflers from Blue Moon or any other source. Very good quality and just a touch louder than stock. And no stamped areas!

Muffler Clamps

This is an example of BMW's statement of "parts are available." When I (Norm) ordered "new" ones several years ago, I got a much different style than original. The current ones work, and you can swing the "clamp" portion inward to hide the fact that they are not the original style if that's important to you.

Rear Turn-Signal Mounting Bar

The chrome-plated version of the (tubular) mounting bar is NLA. We believe if you order from BMW you'll get a black one. Mine (Norm) was bent-up a bit from over twenty years of being bumped around. Easy to straighten with a soft hammer and a hard flat surface to work on.

Aluminum Turn Signal Housings

Came as original equipment on front and rear for 74' R90S and on all 1973 and 1974 BMW's. Starting with the 1970 /5 Series, the



turn signal holders were aluminum, but had a hole in them to receive the small reflector. In '75 and later they went to plastic for R90S and other models.

Well that's the extent of the "NLA" items we are aware of. They may be some others. The "rule of thumb" should be to be very careful with every part you work with as an exact (or any type) replacement may not be easily found.

Get your R90s Gloves

Don't be left out in the cold. Don't be stuck at the BMW dealer looking for that new pair of "made in China" gloves.

Support your club and make our President Bill Stevens feel even MORE appreciated for coming up with this fine fashion statement.

They're the long sleeve "gauntlet" variety, perfect for those cool fall days. Drop Bill an e-mail wcestevens@lfsinc.com

for your pair. Ed.



5th and Last another Memorable Time

Norm Delezenne photos by Rick Griffith

Well.....the turnout was not what we had hoped but those who made it (I believe) had a really good time. Approximately thirty people showed up, with about eighteen of our beloved bike's on site.

Just as two years ago, Mike and Ryley Meagher were wonderful hosts, tireless workers and the sincere friends of everyone who made it to their beautiful home in Webberville,



Michigan. If you can picture in your mind the perfect spot to hold a small get-together

of friends (with a common passion) you'd see Mike and Ryley's place. We were also lucky to have nearly perfect weather, a friendly gesture from mother nature maybe to make-up for last year's torrential rains in Shreve, Ohio.

One of the highlight's of the weekend was the attendance of Laura Keating and her pal Charlie Vaughn, both who rode to Michigan from the Dallas-Fort Worth area of Texas! Laura's beautifully restored (she did virtually all the work herself) 75' R90S looked even better than the pictures we have seen. Her attention to detail and the quality of her workmanship are just excellent. You can't help but have great respect for someone who took such obvious pride in their project.

Laura's pal Charlie made the trip on a 78'

R100S that while in very good condition had more than a few problems that kept it from running on both cylinders. Dale Monson and Chris Asselin worked tirelessly on Friday and Saturday to get the classic airhead running right. These two very talented gentlemen took Bing's apart, and got stuck valve's unstuck. Dale and his lovely wife Judy even rode (over 200 miles) back home to get parts needed to convert Charlie's bike back to using points, tossing aside a Dyna ignition thought to be the source of the problems. The whole experience could best be described (as someone at the rally said) as an "all-weekend tech session." Laura has since reported that she and Charlie both made it home safely without any problems, so the story ends happily.

Our scheduled group ride has us leaving Saturday morning. The ride had the group enjoying some rather nice roads, remember we were in Michigan, the land where every road runs 90 degrees to every other road. First stop was at scenic Hell, Michigan for lunch at the Dam Site Inn. After a tasty lunch we made our way to an open area for a demonstration of radio-controlled aircraft arranged by our host Mike Meagher. It was very interesting and enjoyable to watch the model aircraft being made to fly like old time acrobatic planes.

People's Choice bike judging and award presentations were held Saturday afternoon, (thanks John Yee for the very nice plaques) and presentations were as follows:

Long Distance Rider

Laura Keating, Paradise, Texas (approx. 1200 miles one-way)

Peoples Choice Bike Judging

First Place – Laura Keating, 75' R90S



(well deserved!)

Second Place – Norm Delezenne, 76' R90S

Third Place – John Yee, 76' R90S

Again this year the amount of door prizes handed out was impressive. Thanks to John Yee, Ken Claus, Bill Stevens, Rick Griffith, (and others I may be forgetting) the smaller

turnout had virtually everyone heading home with at least one prize.

And thanks again to Mike and Ryley Meagher for hosting and all those who worked hard to



More pictures from the "5th and Last"



Membership Update by John Yee Treasurer/Membership Chairman

Since the Anniversary Edition (Vol. 1, Issue 4) of the newsletter, we now have a total of 175 members. It is my pleasure to acknowledge and welcome the following 23 new members with their comments:

BOYD, TOM: (joined during AMA Vintage Days) Napoleon, OH. 1974 Silver Smoke, serial #4071760.

BRIED, MICHAEL: (joined during Spokane MOA Rally) Eastsound, WA. 1974 Black, serial #4950562 with 27,646 miles, Koni shocks & Corbin seat. ...glad to come aboard, finally have my '74 R90S finished. Bought it in a box from Bill Buckingham 3 years ago, gave him the money to restore it and he never did, then took the box and sad story to Roger Reubin, a real German trained R90S mechanic via India and England (Hein Gericke's personal mechanic) who now has a shop in Anacortes, WA., "Motospezial" and 10 months later he has the old lady restored, painted and running like a German motorcycle should run. I'm a semi-retired physician assistant living on Orcas Island with my R69S, K75S, R100R and looking for another Silver Smoke R90S.

CHARLETON, GEORGE: Cornwall Bridge, CT. 1975 Daytona Orange, serial #4980266 with 53,000 miles.

CONANT, DWIGHT: Kearsarge, NH. 1976 Silver Smoke. Serial #4990100 with 26,600 miles, Lester wheels & upper billet triple clamp.

CRAGHEAD, BEN: (joined during Spokane MOA Rally) South Euclid, OH. 1975 Silver Smoke, serial #4980277 with 37,000 miles. I have been riding BMW's for about 18 years now, but this is my first R90S. I have had it for about 1 year and a half and I am really enjoying it. The bike was restored a couple of years ago by my father.

DESKA, TOM: Bloomfield Hills, MI. 1976 Daytona Orange, serial #4991174.

John, we met about a year ago at the Holly motorcycle event. Afterwards we spoke on the phone and you were nice enough to send me some back copies of the R90S Owners Club newsletters. While I hadn't found the bike I was looking for then, I'm pleased to say I'm now the happy owner of a '76 Daytona Orange. I've had it about a month and been able to put almost 900 miles on it between the rain we've had. I found it locally and it's in very nice shape...bought it with 28,000 miles on it with several practical upgrades; fork brace, strengthened triple clamp, electronic ignition, deep oil pan, Koni shocks, Progressive fork springs, triangulated swing arm, stainless steel brake lines, Lester wheels & Ride Off stand. I'm the third owner.

DORN, CHARLES: (joined during Spokane MOA Rally) Spokane, WA. 1975 Silver Smoke, serial #4981239 with 10,085 miles. Stored 28 years, has Krauser windscreen and bags, aftermarket mufflers. Also have original screen, mufflers and tube tires, toolkit, manual, etc.

DYSON, CHIP: (joined during Spokane MOA Rally) Sacramento, CA. 1974 Silver Smoke, serial #4071001 with 43,000 miles. Koni shocks, Luftmeister, dipstick temp gauge & NGK plug ends.

GIESE, MARK: (joined during Spokane MOA Rally) Monroeville, IN. 1976 Silver Smoke with 22,000 miles. Stainless exhaust & Staintune sport mufflers.

KING, DAN: (joined during AMA Vintage Days) Elizabethtown, PA. 1974 Silver Smoke, serial #4950058; 1975 Daytona Orange, serial #4980842; & 1975 Daytona Orange, serial #4981002.

KRIETER, PAUL: (joined during AMA Vintage Days) Williamsville, NY. 1975 Silver Smoke

KROGSTAD, JIM: Seattle, WA. 1974 Silver Smoke, serial #4074328, with 69,800 Km.

LOGAN, KERRY: (joined during Spokane MOA Rally) Norfolk, VA. 1975 Daytona Orange, serial #4981663 with 35,000 miles. Club President, Bill Stevens' note: Thumbs up to Kerry for RIDING his R90S to the Spokane Rally from Virginia!

MARTIN, DAVID: Flemington, NJ. 1975 Daytona Orange, serial #4981079, 19,000 miles. Showroom quality, in mint condition; only modifications is addition of twin Hella 138 db horns and CG1000 Cycleguard alarm system. I am a BMW fanatic, with four BMW automobiles (1986 735i, 1986 635 CSi, 1987 M6, 1988 M6) and two BMW motorcycles (1975 R90S and a 1975 R90/6 with a 1955 Hollandia sidecar). I have owned the R90/6 and the '88 M6 since day one; the others were acquired used, usually from first or second owners. I am a member of BMWMOA (#6386) and the BMWCCA (#167442), both since 1975.

MASON, JAY: (joined during Spokane MOA Rally) East Olympia, WA. 1974 Silver Smoke, serial #4950110 with 49,000 miles.

PRUS-WIECKOWSKI: Alberta, Canada. 1975 Red, serial #4980186. My bike started its life as Daytona Orange. It's now candy apple red with gold high-lights. It was built on 9/74. I've owned it since 1976 and bought it from a friend. This is the first bike club I've ever joined. I'd always just rode with friends or my daughter who owns a 1982 R100RT that's been set up as an 'S'. Our last trip was a 10,000 mile ride to the Florida Keys. She's now moved to Australia and most of my friends have stopped riding, so I thought it might be the right time to find new ones. Unfortunately, I've just started a new job, so I won't be able to make the ride to Spokane. Hopefully, next year will be different.

SIMMS, PETER: Middlesex, United Kingdom, Great Britain. R90S, blue

(Continued on page 13)

Membership Update, cont.

smoke finish. I saw details of club on internet. I am an R90S fanatic and enclose an article I wrote in 1997. I am in BMW Club, Great Britain, but not so much interest in R90S here as U.S.A.

SIMMS, TODD: Banner Elk, NC. 1975 Silver Smoke, serial #4981499. I have been lusting for one of these for quite sometime and have been an avid reader of the R90S WorldNet for a year or more.

I found the bike advertised for sale on the IBMWR site and as it was close to where I live, chose to go have a look-see. I've been actively seeking a suitable R90S for quite sometime and had located several that sounded good, but as my time is limited to travel and actually inspect them, (and all were out of state) I kept hoping to find one closer to home. I did and it is a beauty! The owner, one William Bowley was very personable and we became friends quickly. He has two BMW track bikes and only sold this because of pressure from the wife.

The bike has a few problems. Mainly the odometer doesn't work and the clock doesn't tick. This will hopefully be corrected sometime in the near (but probably) later future. The bike has approximately 30,000 miles. It has Morris wheels with a disc on the rear, Luftmeister sport pipes, deep oil pan and a billet top clamp.

I need to get the rear disc inspected as I believe (as did Bill) that it should perform better. I hope to find a CC type front fender brace and perhaps dual-plug it. Other than that, I will probably leave it as it is.

I am a beemer fanatic and this is my 5th that resides with me and my S.O. Joan. I have two 1978 R80/7's, an '86 R80RT and a '93 R100/GS/PD conversion.

STEEN, RICHARD: (joined during Spokane MOA Rally) Richland, WA. 1976 Silver Smoke, serial #4991237 with 121,813 miles. Replaced mufflers, front

wheel, steering damper, side stand (with Brown's), shocks (Koni's). Norm Phoenix was original owner. Bought in Chicago, picked up in Germany and shipped back. John Yee's note: Congratulations to Richard. You have just displaced Bill Hester for having the newest serial numbered bike on our roster!

STROHMAYER, CHAD: Brooklyn, NY. (joined during Spokane MOA Rally) 1975 Silver Smoke, serial #4980578 with 75,000 miles. Lightened flywheel, electronic ignition, dual plugged, San Jose fork brace, upgraded front suspension, Works Performance rear shocks, handlebar brake reservoir and stainless steel brake lines. Club President, Bill Stevens' note: Thumbs up to Chad for RIDING his R90S to the Spokane Rally from New York!

THILL, JOHN: St. Clair Shores, MI. 1974 Silver Smoke, serial #4950935, no modifications, 23,174 miles.

TORRES, DAVID: Las Vegas, NV. 1975 Silver Smoke, serial #4981550 with reinforced swing arm, reinforced front fork & stainless steel brake lines.

VAUGHN, CHARLES: (joined during 5th & Last Rally) Irving, TX.

WARNER, WILLIAM: (joined during AMA Vintage Days) Raleigh, NC. 1974 Silver Smoke, serial #4950135.

MEMBERSHIP COMMENTS: Comments that the following members have included with their renewals for 2004.

Borbely, Alex: Newton Falls, OH. 57,878 miles

Doctor, Steven: Richland, WA. 1974 Black, serial #4070133. John Yee's note: No comments from Steven but after 7 months he finally came to his senses and renewed his membership during the Spokane MOA Rally! Plus he's back on top of the list on the Serial Number Roster for having the oldest serial numbered bike in the club. Condolences to Mark Wishart (whom I've had the pleasure to meet dur-

ing this year's AMA Vintage Days), you are now relegated to second place on the Serial Number Roster.

Sidenote: Please don't shoot the messenger if this newsletter takes a little longer to get to you. Norm Delezenne will be sending hard copies of this newsletter out for me after he receives it from Rick Griffith, club editor. He will be spending a lot of time making copies, stuffing envelopes and then carting the bundle to the post office so please bear with him. I am in the process of moving the whole family to North Carolina for a new job. I will still be active in volunteering as much as I can to keep the club going. I am also looking forward to the great riding in the mountains and the pleasant weather and no more pot-hole filled roads!

AWARDS & FUND RAISERS

Club Member CHARLES BROOKS Wins Award!

For those members that do not have email/internet access, this was received from club member, Charles Brooks, from Knoxville, TN. Congratulations Charles!!!

"Just want to pass on another tribute to the glory the R90S still commands. I recently rode my '75 R90S in the Cycle World magazine Rolling Concours competition which took place in Knoxville, TN during the Honda Hoot this past June. The bikes had to complete a 75 mile ride and then be judged. I was placed in the Classic category, bikes from 1960 to 1976. Triumphs, Nortons, Hondas and other BMW's were there. So the good news is they were kind - astute - enough to award the R90S First Place. I went only for the ride and was fortunate enough to enjoy that as well as bring home the "gold", actually a very nicely engraved bottle of California wine, for

(Continued on page 14)

Membership Update, still cont.

(Continued from page 13)

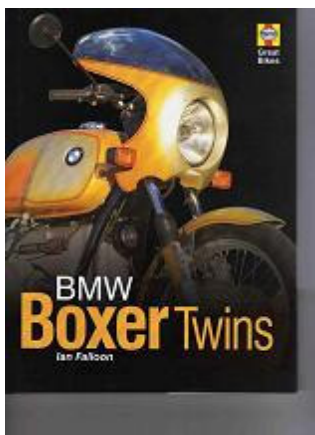
our favorite motorcycle. Not bad from such a well know and widely circulated publication”.

Club Member JIM RUSSELL Wins 2 Awards!

This has nothing to do with our beloved R90S but it does concern one of our members. While attending to our R90S corral at this year's AMA Vintage Days Rally I was looking thru the July 2004 issue of 'The Vintage BMW Bulletin'. It had an article about the Square Route Rally in Sabillasville, MD on June 4-6, 2004. R90S club member, Jim Russell was awarded Best of Show honors with his beautiful 1973 R75/5. In fact he rode the bike from his home in Blairsville, Georgia 730 miles to the rally! Jim also attended the 14th Annual Georgia Mountain Rally on April 30-May 2, 2004 and received the People's Choice Award for the same R75/5. This bike is pictured in both of these articles. Congratulations Jim!!!

FUND RAISERS:

BMW Boxer Twins book:



Want to save a minimum of \$5.00 on shipping costs and help the club with its fund raising efforts? A new book was released

by Whitehorse Press, written by Ian Fallon titled 'BMW Boxer Twins'. The press release goes on to say: "For nearly 80 years, shaft-drive boxer twins have traditionally formed the backbone of the BMW motorcycle lineup. Learn the history of the machine, which for many enthusiasts of the Bavarian marque, was the classic BMW twin, the R90S of 1973-76. Hardbound, 7-3/4" x 10-1/4", 160 pages, black/white/color illustrations." Price: \$29.95.

From the efforts of club President (Bill Stevens) the club purchased this book at a discount. If you were to order this book yourself, the cost would be \$29.95 plus a minimum shipping/handling charge of \$5.00 in the U.S. for a minimum total of \$34.95; for Canada the cost would be \$29.95 plus a minimum of \$7.00 s/h for a minimum total of \$36.96, and to other countries the minimum total cost would be \$39.95. Your club is offering this book to the membership for \$29.95, shipping/handling included in the U.S. For Canada, shipping will be \$2.00 extra for a total of \$31.95 and other countries, shipping will be \$5.00 extra for a total cost of \$34.95. We have a limited number of books available for sale. If you would like a book, please send your check or money order (US funds) to 'John Yee-Treasurer' for \$29.95 if you live in the U.S., \$31.95 for our Canadian friends and \$34.95 for all others.

For those of you that have already purchased the 'BMW Twins' book, two of our Australian R90S club members (**JULIAN BARSON** and **KEN WRIGHT**) have been acknowledged for allowing their machines to be featured in the book. Congratulations to Julian and Ken!

Dellorto Float Bowl Nuts: We still have the hard to find Dellorto float bowl nuts available at \$10.00 each, shipping included.

Patches: We have embroidered club

patches in Daytona Orange and Silver Smoke available for sale. The patches are \$4.50 each or \$12.00 for three in any combinations of orange or smoke colors. We also have a limited supply of embroidered patches from the 2003 4th & Last Rally. These are discounted to \$1.00 each. Add token amount for shipping.

If you are also purchasing the BMW Boxer Twins book with the patches, shipping for the patches will be included at no extra charge.

Hat: We have only one left! Black 2004 rally hat with embroidered 30th Anniversary Daytona Orange patch. \$15.00 + \$1.50 shipping.

R90S Gloves:



See description from previous newsletter. They are made from supple Brazilian leather with club logo heat stamped on both RCMP style gauntlets. We have large & extra large sizes in stock, cotton lined for \$60.00, shipping included. We can also order other sizes or they can be custom made for larger/smaller hands with outline tracing of both hands. Club President, Bill Stevens can handle special orders.

Club decals:



(Continued on page 15)

Membership Update, really cont.

(Continued from page 14)

European President, Kirk Ratzel had a nifty club decal designed and made. Most of you have received a free decal. The ones that haven't will have a note on the lower left of your envelope, noting there is a decal inside. Make sure you don't forget to remove it with your newsletter. Extra decals are available for \$2.00 each or 3 decals for \$5.00, shipping included. If by chance I forgot to give you your free decal, drop me a note & I will certainly try to get it out to you as soon as possible.

Mail all fund raiser checks (U.S. funds please) to:

National R90S Sport Owners
c/o John Yee
717 Amberwood Ct
Troy, MI 48085

RECAP of the 5th & LAST RALLY

By John Yee
Treasurer/Membership Chairman

Host: Mike & Ryley Meagher

Place: Basic Brewer Bed & Breakfast in Webberville, MI.

Eats: Friday night hot dogs, munchies, soft drinks & coffee. Saturday spaghetti dinner, salad, munchies, 4 different kinds of cake, soft drinks & coffee.

Club Ride: Lead by Mike Meagher to Hell, Michigan with lunch at the Dam Site Inn.

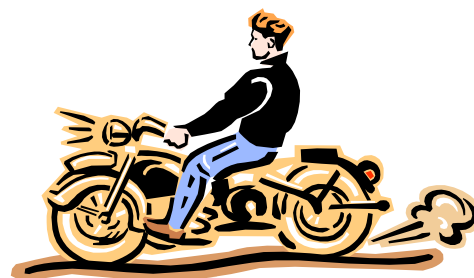
Traditional Saturday entertainment: Mike Meagher who brought the house down with his solo rendition of 'Summertime (and the Living is Easy)'.

Door prizes (total of 59 items):

1. National R90S Club: Tamiya 1:6 scale BMW R90S model & 1 year free membership.
2. Bill Stevens (club President): 24 pairs Sport Gloves & 1 pair of thinsulate lined R90S gloves.

3. Ken Claus (club Vice President): 2 tee shirts.
4. John Yee (club Treasurer/Membership Chairman): radar detector/GPS ram mount, 2 Sheffield knives, motorcycle puzzle.
5. Turp Cobb (club member): 2 sets of 'R' bike oil change/filter kits.
6. Rick Huemmerich (club member): Soft Clutch with free on-the-spot installation.
7. All Seasons BMW (Wooster, OH): 4 tee shirts & 1 hat.
8. Battery Tender: BMW Advanced Battery Charging System.
9. BMW Detroit (Sterling Hts, MI): 2 hats, bungee cargo net, 3 tee shirts & 1 pair of First Gear hipora gloves.
10. BMW Grand Rapids (Grand Rapids, MI): 2 hats, 1 stainless steel coffee mug.
11. BMW of St Louis (St Louis, MO): 2 tee shirts, 2 coffee mugs.
12. Mathias BMW (New Philadelphia, OH): 1 tee shirt & 1 pair of ventilated summer gloves.
13. Pittsburgh BMW (Pittsburgh, PA): 1 hat.

Grand prize	\$ 77.09
Rally plaques	155.73
Porta-john	80.00
Tent rental	190.00
<u>Food, misc.</u>	<u>214.81</u>
	\$ 717.63
Profit (Loss)	(- \$112.13)



It was a Great Rally!!

Awards:

Long Distance Rider: Laura Keating

1st Place – People's Choice: Laura Keating

2nd Place – People's Choice: Norm Delezenne

3rd Place – People's Choice: John Yee

Rally gate receipts:	\$ 539.00
<u>50 / 50 drawing</u>	<u>66.50</u>
Total Income	\$ 605.50

Rally costs:

Rally Notes

Bill Stevens

On behalf of the R90S Sport Owners Club, I would like to take this opportunity to thank BMW MOA and Rally Chair Jackie Hughes for putting together and hosting the Northwest Passage International Rally in Spokane this past July. Jackie's equestrian presentation of the stars and stripes was a fitting ceremonial tribute to a grand 4 day event.

The Northwest Passage Rally marked the 30th anniversary of BMW's classic R90S. As a result, the R90S Sport Owners Club brought together more than 20 club members to help celebrate and display their bikes as part of the Vintage BMW display. A total of 17 R90S bikes made up an impressive and colorful display of Silver Smoke and Daytona Orange fade. Most noteworthy were long distance riders Chad Strohmayer of Brooklyn, NY and Kerry Logan of Norfolk, VA who made the journey from east coast to west and return rubber side down!

Having been bit by the R90S bug some years ago, I personally loaded my 3 "S" girls in a U-Haul for the trip to Spokane from Bellingham, WA. I would have preferred to ride, but as fate would have it, the tow over provided me the opportunity to display my bikes and come away with a first place plaque. Membership has its privileges!

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 have graciously given their time and energies to make the club even more than 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

It's Autumn, the Cider Mills are open, you have a pristine, well running R90s just sitting there.

ANY QUESTIONS?

