



Return of the Cafe Racers

Returnofthecaferracers.com is full of eye candy as well as articles about building cafe racers plus reviews on gear and motorcycles.

Here is just a sample.

T Minus – Deep Creek BMW R nineT

The cafe racer in BMW's R nineT heritage series won hearts with its sleek styling. However, motorcycle journalists brought a few downsides with the design of the BMW R nineT Racer to light. While the engine and build quality were at the same high level as the other model's, rider comfort certainly was not. BMW also made



T Minus – Deep Creek BMW R nineT

COORDINATOR:

Klaus Kreye
bmwrvi@shaw.ca

TREASURER & MEMBERSHIP:

Peter Juergensen
motonanny@icloud.com

NEWSLETTER EDITOR:

Roy Sweet
gordsboyroy@gmail.com

MAILING:

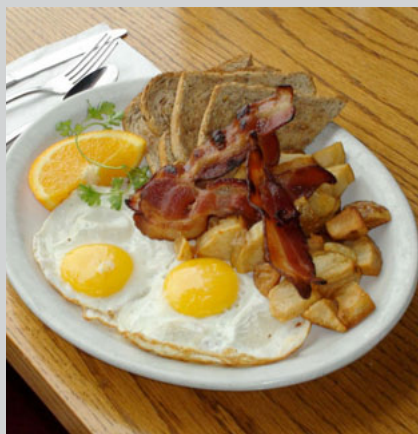
Bob Leitch
bleitch@telus.net

MAILING ADDRESS:

BMW Riders of Vancouver Island
6-310 Goldstream Avenue
Victoria BC V9B 2W3

Next Breakfast/Brunch

Saturday, July 6



WHERE:

Salt Spring Inn
132 Lower Ganges Road
Salt Spring Island

MEETING PLACE

WHEN & WHERE:

8:35 am Swartz Bay
for 8:55 Ferry

8:25 am Crofton
for 8:45 Ferry



Deep Creek Cycleworks remakes BMW R9T

the shock decision to use lower spec components on their cafe racer compared to the standard R nineT which in our books is a cardinal sin.

When Kris Reniers of Deep Creek Cycleworks was again given the opportunity to customise a new R nineT to his liking, he decided to build his own interpretation of an R nineT Racer. The result is the 'T Minus' R nineT and it was built as part of a Belgian BMW dealership build off. In today's feature, Kris shares the story of how they turned a regular R nineT into the cafe racer BMW should have built.

"The goal was to build a proper cafe racer, unlike the off the shelf model BMW Motorrad already sell." says Kris. "We wanted it to be lower, sexier and distinctive."

"For this project, we had the option of choosing from a shortlist of base R nineT models. The R nineT Scrambler, Racer, the Urban or the Pure. The R nineT Racer would have made an obvious starting point, but we didn't use it for our build because they come with a silver-ish frame and we wanted classic black. It would take more time and effort to powder coat the frame so we used an R nineT Pure as our donor. We also used the Pure because the fairing on their 'cafe racer' version sits way too high and rewelding the base bracket on the frame would damage it. Whereas welding a new bracket on a clean

frame is a much easier task."

"The stance of our bike had to be low to give it more visual attitude. The front fairing on the standard R nineT Racer is gorgeous, so we ordered that together with the standard fairing bracket. We welded a new mount to the frame that sat the fairing-bracket 4cm lower and fitted LSL clip-ons. For the tail section, we created a new cowl from scratch. Making the tail flow with the rear of the stock tank turned out to be a real challenge. The original seat tucked into the tank so it needed to fill that space. The piece I made removed the unsightly aluminium frame covers beneath the original seat and blended into the shape of the R nineT fuel tank perfectly.

Because of the dramatic change in riding position we replaced the stock footpegs with LSL rear sets which look stunning. The stock exhaust and cat were also replaced with the obvious choice for these bikes, a Remus race 2-into-1 header and beautiful SC project muffler. For lighting, the stock headlight was modified using LED technology housed in JW-speaker shell. This setup provides superior light at night and looks more sinister during the day. The stock taillight and blinkers had to go too. A Wunderlich DevilsEye was used in the rear and the blinkers front and back were replaced with Motogadget bar-end



inserts. The bike retains the factory speedometer. The only thing we did there was weld a little bracket holder to the fairing so it sits within the fairing instead of on the yoke. The yoke was machined to remove the standard handlebar mounting points."

"The colours of the R nineT needed to be dark and stylish so we chose a black and bronze palette. The windscreen was also given a smoked tint. The rims were painted bronze to and ensure a perfect match to the rest of the paint since powder coat can be notoriously hard to match. Our friends at Motocouture Leathers then did a fine job finishing the build with a brown leather seat.

Our T Minus infuses a modern bike with old school style and attitude. BMW Motorrad was pleased with the outcome of the bike and so am I. This is why we have decided to create a short series of R NineT using the same build process. If you'd like to see it in person come view it at the Bike Shed 2019 show in London on May 24-26."

DEEP CREEK CYCLEWORKS



Organizer of Motor Bike Expo gets FJR1300



Motor Bike Expo Yamaha XJR1300

When you are the organiser of what is arguably the biggest custom motorcycle event in the world it goes without saying you should be riding a custom bike of your own. Federico Agnoletto is the man behind the Verona based 'Motor Bike Expo' which attracted an astounding 167,000 visitors in 2018. After showcasing thousands of custom builds by workshops from all over Europe Federico decided it was time to build a motorcycle that was worthy of appearing on the MBE stage. For this, he engaged the help of Italian Yamaha dealership and workshop, Venezia Moto.

Yamaha has played an important role in the Motor Bike Expo since its early days. They have taken part as both a sponsor, exhibitor and

contributor through their Yardbuilt series. At the 2015 show they also announced the winner of their "Garage Challenge", a build off between 6 of Italy's biggest Yamaha dealerships. Taking out first place was none other than Venezia Moto with their "Mid Night Club Yamaha XV950" making them the obvious choice for Federico's project.

Although Federico had tasked Venezia Moto with building his custom motorcycle he first had to select a suitable donor. This was no simple task for a man with Federico's qualifications. After all, he spends most of his time surrounded by Europe's top builders and their incredible custom creations. After considering the options he couldn't deny

the importance of Yamaha's involvement in the growth of his show. So it was decided that his own bike should be based upon a Yamaha platform. As for choosing which Yamaha model to use that was another obvious choice. After seeing it's potential for customisation at numerous MBE events Federico settled on Yamaha's evergreen inline four, the XJR1300.

The concept for the project was to build a custom motorcycle that celebrated the MBE ethos and the anniversary of an important event in Italian motorcycle racing. Forty years prior to the project Giacomo Agostini secured the World Champion Title on his legendary Yamaha OW23 YZR500. Using Agostini's bike as a template



Paint job a tribute to Agostini YZR500

Federico and Venezia Moto developed a concept for their XJR1300 build which they coined 'OW1300'.

To transform the XJR into a YZR race replica Venezia Moto put together a full set of race-inspired bodywork. The new kit includes a custom made fuel tank, fairing, side panels, and complete tail section. All were styled after Agostini's YZR, but built to suit the XJR's geometry. Getting everything to fit the XJR's frame necessitated some light frame work. Mounting points were welded on to support the half fairing and the subframe has been slimmed and shortened. To give the XJR even more in common with Agostini's YZR, Venezia Moto installed a set of Marvic wheels aptly finished in championship winning gold.

Beneath the windscreen, a single tachometer relays performance information to Federico. The engine remains relatively untouched aside from a carburetor tune and a very impressive titanium exhaust system from SC project. To free up the frame and add an extra touch of racing authenticity the airbox was removed. In its place are a throng of race-spec alloy velocity stacks. Externally the inline four received a selection of dress-up parts from Rizoma and a fresh lick of black paint. Rizoma also supplied the bikes rear set footpegs while the clip-on handlebars are

Ergal items.

No race replica would be complete without accurate livery. As you'd expect Federico's Yamaha XJR1300 is finished using the same white, black and red paint scheme as Agostini's legendary OW23 YZR500. Sitting proudly at the pointy end of the bike is Agostini's racing number 1, at the rear

Federico's own Motor Bike Expo emblem.

On January 17th the 2019 Motor Bike Expo will kick off in Verona. With over 2000 motorcycle exhibits and 700 exhibitors on display, it's a show that's worthy of any motorcyclists bucket list.

Motor Bike Expo





FOR SALE



Lady's Kevlar jacket with zip out lining, size small and pants, size 30/30 and leather gloves, size small



Lady's leather jacket and pants, size small bmwrad@shaw.ca

Club 2019 Event Schedule

Date	Event	Location
Saturday, July 6, 2019	Monthly Gathering	Saltspring Island
Sunday, July 21, 2019	Ride to Brunch	Shirley's
Saturday, August 3, 2019	Monthly Gathering	Unsworth Vineyard, Mill Bay
Thursday-Saturday, August 15-17, 2019	Hotsprings Rally	Nakusp, BC
Saturday, August 25, 2019	Club BBQ	Chez Randy
Sunday, September 1, 2019	Monthly Gathering	Timberland Pub, Ladysmith
Saturday, September 21, 2019	Monthly Ride	Port Renrew / Cowichan Loop
Sunday, October 6, 2019	Monthly Gathering	The Crooked Goose
Saturday, October 19, 2019	Annual Meeting	SVI Rangers Clubhouse
Saturday, November 2, 2019	Monthly Gathering	Spitfire Bar & Grill
Sunday, December 1, 2019	Monthly Gathering	1550's Pub