

Wind Noise

Volume 1, Issue 2

March 2008

Those Faded Dials

Rick Griffith , Editor



Helping you keep your R90s where it belongs, On the Road!

Like the tired, wrinkled skin of a 49 year old R90s enthusiast (not sure who that might be), I've noticed over the past few years the faded gauges I peered down at on those twice a week rides into work.

No longer the bright, sparkling fluorescent orange on the dials of a new R90s, mine had faded and some even turned a dark shade of red. Night rides made it almost impossible to see what the motor was telling me, or God forbid, what time it was as I always make a point to get back home to see reruns of the Andy Griffith Show! Okay, so Barney Fife was my hero growing up.

Not surprisingly, the speedo/tach, voltmeter and clock can be easily re-painted and brought back up to snuff. Like so many other systems on our bikes, these too are easily dis-assembled for routine maintenance.

Long time member Rick Huemmerich told me about some paint he used to freshen up his gauges with so I went to my local old-time hardware store (Jean's Hardware) in Farmington Hills, MI to see if they had some. Now Jean's is a *real* hardware store with parts for 50 year old faucets and o-rings in 90 different sizes. And you can buy one screw instead of the bag of 100 you're forced to get at

Home Depot! And most of their stuff isn't made in China.

Well, they had it, but it looked a little pink for me so I opted for the next closest color. **Krylon Glow Orange (#SCB-022)** enamel in the 1 oz. bottle cost me a heaping \$1.99. I picked up a little paint brush too and I was all set to go.



The tach/speedo is easier to disassemble so we'll tackle the voltmeter instead. Need to have a challenge you know.

Remove the voltmeter from the instrument cluster and find a clean, suitable location to do some work. A workbench with a tall stool is perfect. I'm lucky and can even lock the door to my workroom. (helps keeps the wife away)

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Special points of interest:

- *Refurbish those Dials*
- *Battery Basics*
- *Membership Update with John Yee*
- *The Crash!*



Those Faded Dials cont.

(Continued from page 1)

So now we're ready to do some inspecting and we see the dial has actually darkened in color over time. That's not good enough for an R90s so time to break out the tools.



The protective lid is 'rolled' over the cylinder to form a seal and keep water and dirt from entering the front. To open the unit up we turn it over and use a small flat bladed screwdriver to gently separate the cover from the cylinder.



Careful separation allows the cover and glass to be removed and gives us exposure to the gauge itself. A handsome looking gauge if I do say so myself. Thank God we get to look at these all day instead of digital readouts of 14.14V! There's beauty in an old analog gauge as much as one can appreciate the craftsmanship of a Swiss Omega watch over it's cheap Korean digital counterpart. Long live Analog gauges!



(Continued on page 3)

San Jose Fork Braces Still Available

President Bill Stevens reports that he has a few extra braces available from the last order he placed. Cost is \$127.48 plus \$10.00 shipping/handling. A savings of 25% to members.

Bill Stevens
6222 N. Frok Road
Deming, WA 98244
(360) 961-2346



Those Faded Dials cont.

(Continued from page 2)

The next step is to cover the gauge face area with tissue so no paint drips there. You do not need to remove the needle to paint it.



Did you know that you can synchronize your voltmeter to better reflect the true voltage coming from the battery? The BMW voltmeter displays about 1/2 to 1 volt less than the battery output due to voltage drops and how it's wired in the system. Since we have it apart why not adjust it to show true battery voltage? This transitions the voltmeter from an indicator to a much more accurate instrument.

First, we'll need a good multimeter. A nice Fluke does the job but any good meter will do. Hook up the positive and negative posts directly to the battery.

Then, hook up the un-assembled BMW voltmeter to it's wiring harness.

The needle adjustment (potentiometer) shown below is rotated to synchronize the battery voltage (indicated with your digital multimeter) to the BMW voltmeter.

I like to start the bike up, run the tach up to around



3,000 rpm and then compare settings. The battery voltage should read around 14v. Then, just rotate the dial on the BMW voltmeter showing the same voltage. It's that easy.

Assembly is the reverse of disassembly. You simply 'fold' the cover over the cylinder with a flat blade screwdriver. ed



Now with a small fine tipped paint brush, we can carefully apply the paint just to the needle. Here's how it looks when finished.

Membership Update

John Yee, Treasurer and Membership Chairman

Please let us know if you have any ideas about holding an R90S rally this year. Where should it be, anyone care to host the event or should we just meet and ride instead? Give us your thoughts.

As of this printing, we have 63 club members in good standing with one new member from Italy:

GERINI, ERNESTO: (San Donato, Italy). '76 Smoke with 68,000 km & is at the mechanic for restoration. '76 Daytona Orange with 116,000 km was repainted in 1990.

The following note (from current club member, Jorrit Deboer) was included with the new membership of Ernesto Gerini:

Dear John,

I am sitting in Munich, zero degrees C; freezing, motorcycling possible for very short distances because there is no snow up until now.

At the Moto-Show IMOT here during the last 3 days I took a SIEBENROCK catalogue for you. For some items that I recently bought here at BMW I can compare prices: BMW charges about 25% more. I have trouble finding the following items here in Germany: (1) a shoe-sole-heat-shield around the conical part of the exhaust pipe. It is a non-BMW part sold 10 years ago by BMW but no longer available now. I am spoiling the pipe of one of my R90S's while wearing shoes with low melting point soles. (2) The 900CC sticker on the triangular covers under the saddle. They were reconstructed for me on a computer by a sign maker for 157.49 Euros (\$220 US!!); more than \$70 for each sticker.

I am sending you the application for new membership of my Italian friend Ernesto Gerini. He lives near Florence and is the owner of 6 to 7 BMW boxers, one K1200S and several post-war Italian motorcycles. He likes to work on motorcycles but – unfortunately – not on his email receiver! I am rounding up his entry fee by sending you a personal check including a donation.

After seeing the many new models at IMOT, I am once again in love with the beauty of the R90S. But maybe some more conservative designs are on the horizon. Will we ever be in a position to sell used bikes with the spiky triangular design features installed today? I am glad that the R90S increases in value – probably for years to come. Will I see you in Europe?

Best Regards,

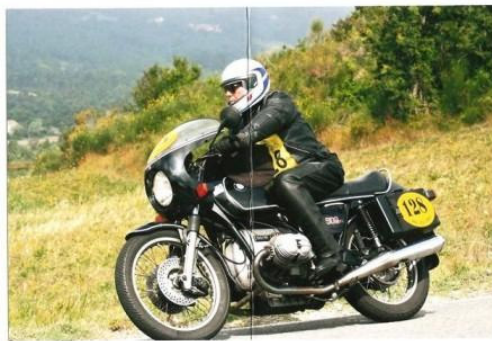
Jorrit

Donations: Thanks to **JACK CHERMAK:** (Monticello, MN), **JORRIT DEBOER:** (Germany), **PETER DEETS:** (Arizona City, AZ), **STEPHEN GRUNER** (West Chester, PA), **JANET MEADOR** (Covington, PA) and **T. BERT ROSE** (Nunavat, CANADA) for their donations to the club along with their 2008 membership renewal.

Thanks to **RICK HUEMMERICH** (Las Vegas, NV) for donating a portion from his sale of (3) Easy Clutches.

Comments from renewing members:

CHERMAK, JACK: 47,585 miles. Modifications: Billet aluminum intake venturi's; otherwise very close to factory stock. This R90S was sold and serviced by my local dealer, Moon Motors since it was put into service in late Sept. 1975 as their dealer demo bike. The store owner loved this bike and was proud of its long history with the dealer. When it was "traded in" in 1998, the store owner (the late Jeff Erickson) contacted me with hopes that I would buy it and keep it in the Monticello area. An easy decision for me. I have never owned a motorcycle more than 10 years except this R90S.



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Membership Update

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DEBOER, JORRIT: Best wishes for 2008. The previous photo shows me happily riding with Nr 128 among 150 historical bikers on the rally Milano to Taranto on my R90S. There were 100 participants from Italy (mostly on Italian bikes) and 50 from the rest of Europe (+ 1 from US). Among 5 BMW's there was only my own R90S. The air distance from Milano to Tatanto is 1000 Kms. The total trip (on small roads) totaled 2000 Kms. The food is excellent; the cost is from 1200-1800 Euros, including food and bed, the landscape Italian. For 2008 it will be July 6-July 12, 400 Km each of 5 days. I can help you if you want to participate!

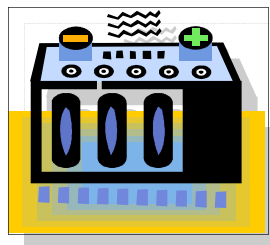
GRUNER, STEPHEN: I have another R90S now, bought it last June from (past club member) Lowell Roark in Kentucky.

McARDLE, PHIL: Total restoration: Engine/gearbox rebuild, repaint, final drive, new wiring loom, front brake master cylinder on handlebar, Krauser panniers.

BATTERY BASICS

By John Yee

While some of you have your bike(s) in hibernation during the winter, knowing that your battery will get you going on the first nice day of spring will keep you from severe cabin fever.



Points to remember about battery discharge:

Conventional lead-antimony batteries discharge @ 1/100 volt per day. Lead-calcium batteries discharge slower @ 1/300 volt per day.

Higher temperatures mean faster discharge. Temperatures over 130F kill batteries. Self-discharge and short trips cause battery drain. The more electrical accessories you add to a bike, the greater the current drain.

Points to remember about battery maintenance:

Monthly maintenance and testing are a must.

Disconnect cables or pull battery for storage.

Keep battery fully charged to prevent sulfation and freezing.

A simple rule of thumb: For a battery to operate the way it's supposed to, it has to be fully charged before it's used....and kept fully charged throughout its life.

The above statement is so simple and we all know it but do we adhere to the rule? The most important thing to remember about charging a battery is to do it! How many times have you or have you seen somebody ready to install a new battery in a bike and then ride off – without charging it? “The bike will charge it,” they assume. WRONG!! The battery will be damaged for life. A new battery out of the box is at 80% capacity, tops. If it's installed and used that way – without an initial booster charge first – it'll never hold more than the 80% charge. The bike's charging system will not charge it any higher either. Neither will pulling the battery off later and trying to charge it to full capacity. The battery's capacity has been immediately and permanently cut by 20% and there's nothing you can do about it.

I adhere to the above rule of thumb and here is what it can lead to:

I purchased a new Panasonic battery for my R90S in 2002 and after 5 years, it's still in perfect condition. Even more amazing, in March 1999 I bought a new 'beater' bike, my Kawasaki ZRX1100. Before I even rode it, I had the battery on a Battery Tender Plus for 5 hours. After 9 years, I'm still on the original battery! How did I get them to last that long? The batteries in my bikes get hooked up to the Battery Tender for 8-10 hours every other month, whether the bikes are ridden or not. If done religiously, you will have a battery that will last a long time and you'll never have to worry about being stranded. Now, go out there and keep that battery charged!

Save Your Time Piece by Rick Hummerich



Yes, I am talking about your original BMW R90S CLOCK with the Rolex like sweeping second hand.

These clocks are now 30 plus years old and many of them have died along the way. Repairs are almost impossible. I have met people that had these clocks repaired by well known repair shops, with disappointing results.

Years ago I repaired one of my own clocks, out of three non runners, I finally came up with a good running clock, if you want to call this a repair!

When I disassembled these clocks, I was amazed that an electric/mechanical device can withstand the amount of abuse generated by a motorcycle. When you think about it, these clocks are exposed to the elements. From different temperatures, below freezing to well above 100 degrees, rain to constant road impacts, and voltage above 14 down to 0, when the battery dies. They keep on going and going.....just like our beloved R90s.

But now to the point of extending the life of your clock; real simple, shut it off when you don't need it.

Here is an example of how I did mine. I installed a toggle switch in the positive circuit of the clock. When the bike is parked in the garage for weeks or months, just turn it off. This will also save on your battery, as these types of clocks will run your battery down in about 2 months.

Installing the Toggle switch: Fabricate a bracket out of a piece of aluminum about 2 1/2 inches long, 3/4 inches wide and drill two holes in it (1/4 inch hole on one end and a 1/2 inch hole for the toggle switch on the other end) Now hold one end of the

brackets in a vice with a crescent wrench, twist the other end a 1/4 turn or 90 degrees, as this will allow the Toggle switch to sit straight up and down behind your fairing. Mount the Toggle switch bracket to the upper fairing mounting strut to the forward bolt.

If you use a mini Toggle switch, you probably have to solder on the wires. The wires should be about 3 inches long, with a male and female spade type terminals, that match the terminals on your clock wiring.

If you feel uncomfortable with soldering wires, you can also use a standard size Toggle switch, with a "screw-type" terminal.

In either case, make sure you insulate the terminals with shrink tubing as the hot wire is not switched off. CAUTION: Disconnect the battery when mounting the Toggle switch and making any of the wire connections. Good Luck!

Ride Safe,

Rick Huemmerich



R90s Sport Owners Membership Form

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. Send to our Editor, Rick Griffith. classic_r90s@earthlink.net

The Crash by Rick Huemmerich

I was going to put all of this behind me and try to forget about it, when John Yee asked me to do a little write up about the accident so we can all **learn** something from it.

Here we go....I have been riding motorcycles, Street and Dirt for over fifty years now, but that doesn't make you an "Expert Rider". I consider myself a notch above average and that could have been my mistake. With years of riding, you have your skills, but you also have your **bad habits and you get sloppy!** A few years ago, I completed an "Experienced Riders Course", which I passed with flying colors. At the end of the course, the instructor talked about the bad habits that so many of us had, including me! Over the years of riding, these habits sneak up on you without you realizing it, and one of these habits caught up with me!

It was a sunny 85 degree afternoon, on November 16, 2007. I decided to go for a little ride in the park. I had worked on my R90S all day, new tires, brakes, wheel bearings, oil changes, and a complete tune-up. The Lake Mead National Park is just behind my house, and is about 70 miles long and if you include some loops, you can make a 200 mile day out of it. If you do your ride during the week, you have the complete road to yourself! The speed limit is 55 mph in most places, you can ride faster if you want.

On my return ride home, I was maintaining my speed to a leisurely 30-50 mph, and here comes this long left handed sweeper with some rocks and gravel across it. Not paying attention to the gravel, since I had dealt with it so many times in my years of riding. This time it was much different, I hit a larger rock, the bike swerved a little, and I ended up on the shoulder of the road in deeper gravel and down I went in a BIG cloud of dust and gravel!

What mistakes did I make? At the speed of 30-50 mph, I was too relaxed and I let my guard down. I would have been more focused on the road conditions and riding style if I was riding at a faster speed of 50-

70 mph.

Here are some of the other mistakes I made after the crash. **I jumped right up, removed my helmet, and walked over to my R90S**, which was totaled!! That was my second mistake, **never jump up after you have gone down, we all know that, right?** About 20 minutes later, a Park Ranger shows up at the scene, and wrote an accident report, he also had called an ambulance and a tow truck. The Ambulance arrived and I told them that I just bruised my shoulder and I was not in need of a ride to the hospital. That was my 3rd mistake! Finally after two more hours, which seemed like an eternity, the tow truck showed up. He loaded the bike and headed to my house with me in the passenger seat. The ride was so painful, every time we hit a bump in the road, I felt like someone was stabbing a knife in my chest. On the way, I asked the Driver if he could deliver my bike to my house, as I wanted it home in my garage. His response was, that it would be COD. I said okay only to find out at home that he meant \$550.00. Thank goodness I had it available! He unloaded the bike, and I felt some relief knowing it was again in the garage, even though it was a twisted mess!

Finally in the house, I started taking off my motorcycle riding gear. It was very painful, and a sense of my feelings started to come back and I was somewhat out of shock! I laid across the bed, as my wife Karen wasn't home at the time, thinking that it would help the pain, it didn't!

In the meantime she came home, and her first response was, "why are you laying on top of the bed, WHAT'S WRONG?" At that time I tried to get up and I could not move anything, my body seemed frozen! Karen called 911 thinking the worst, and in a few minutes, 2 fire trucks arrived at my house with a special equipped ambulance. It was embarrassing! So here we go to the "University Medical Trauma Center" another painful ride! After arriving, I had several full body x-rays, and they parked me in the corner of this big trauma room. It was many hours later and the

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The Crash cont.

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Nurse showed up. I asked her if I could go home? She got upset with me and stated that I had life threatening injuries, and I was going up stairs to ICU (Intensive Care). I didn't like the sounds of that!

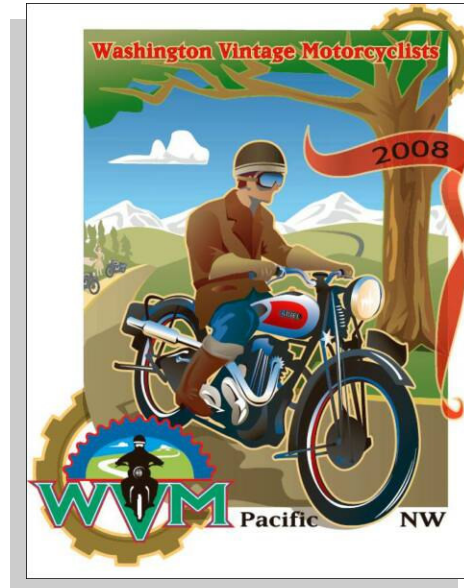
My injuries were as follows: all of my left sided ribs crushed, collar bone broken in two and twisted, every bone in my left shoulder broken, a damaged left lung, internal bleeding and a small neck injury. Intensive Care kept me pumped up with morphine, and I was getting daily x-rays. After four days of not having any solid foods, I finally was able to get out of bed. I had had enough!

So I came home and slowly healed, slept in my recliner chair for months, as I couldn't get into a bed. Now I am taking it easy, but back doing what I love, restoring old motorcycles!

In closing, let me mention some of the good things. I was **wearing protective gear**, which **saved me!** I had my leathers on and a full face BMW Helmet. (This Helmet has padding which goes down to your shoulder area and provided stability to my neck and head) I had good medical insurance, total medical bill by the way was over \$50,000.00 and still counting. I also had additional medical coverage on my bike insurance. Check and make sure you have enough too, to cover these rising costs. The Insurance Company totaled the R90S, but I am in the process of gathering parts and fixing it myself. After all, it is my favored bike! What I did learn from all of this is "**STAY ALERT AND DON'T GET HURT**". But the best part of all this, after just 2 months,

I am **back** in the "Saddle again"!!!! It feels pretty damn good! God must have said, "NO", not his time!

Ride Safe,
RICK HUEMMERICH



5th Annual

Vintage Motorcycle Swap Meet

Mount Vernon, WA

Vintage Motorcycles/Parts/Reproductions

Saturday, April 19, 2008 Skagit County Fairgrounds
Exit I-5 (#225) at Anderson Road and Follow Signs to Fairgrounds

Open to the Public 8 AM to 3PM

AUCTION: 11:00 AM for Classic 60's Honda
CB160!

Sponsored by the Washington Vintage Motorcyclists
Club (An AMCA Chapter)

www.washingtonvintagemotorcyclists.org

Event vendor stall rental fee: 10'x10' at \$25 ea, or
10'x20' at \$35 ea, or bike stall at \$10 per bike. Open
to vendors at 6:00 AM. All booths are inside pavilion.
Stall reservations and fees must be received prior to
April 10, 2008.

Send payment to: WVM, c/o Gary Vallquist, 3406 N.
Taylor Rd, Oak Harbor, WA 98277.

ONE DAY ONLY. FREE ADMISSION TO PUBLIC.

**Information: Daytime (9 AM to 3 PM) call Gary @
360-675-8204. E-mail: sunval55@peoplepc.com**

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

Please use your Membership List for full e-mails, etc.

