

Airmail



Recycling The Legendary Motorcycles of Germany since 1991

February 2023

Introducing
Your **New**
Airmail!



What's Inside February 2023



Airmail
February 2023
Volume 31 Number 2

The Official Publication of the
Airheads Beemer Club
A non-profit association recycling
The Legendary Motorcycles of
Germany' since 1991



10

3 From the Board
Report by Bob "Duck" Koch -
Chairman of the Board

4 Head to Head

7 Club Canon 8
Jake DeCoursey and Tim Hille



12

8 Perspective: The Airhead Story
Adapted from *The Monk's Story -
The Art of Possibility* by Rosamund
Stone Zander and Benjamin Zander

**10 Wrenching: Adopting a 1984
BMW R80RT**
John Van Hook



16

**12 Airmail Interview: A Lifetime of
Riding: Sitting Down with Rex
(Dezert Dog) Mangold**

**16 Rendezvous: BMWs at the Black
Bear Americana Music Festival**
Siouxzanne Harris



20

20 The Ride: Birds of a Feather
Robert McIsaac

**22 Perspective: Appropriate Repairs -
Inappropriate Places**
David Woodburn



22

**24 Workbench: Replacing Steering
Head Bearings**
Brook Reams

26 Upcoming Airhead Events

28 Airheads Marketplace

30 Airmarshals Directory

31 Join the Airheads



24

32 Airstore

**Please contact your Airmarshal (pg. 22) for local
information.**

Airmarshal Coordinator
John Covington: jwcov@yahoo.com

Board Members
Highlighted in the Airmarshal List
Chairman (Board of Directors)
Duck Koch: duck@vintagemotorsllc.com

Airstore Manager
Ernie Baragar: airstore@airheads.org

Membership Team
Rick Koch
membershipteam@airheads.org
PO Box 8345, St. Louis, MO 63132

Airmail Back Issues
Katy Nielsen: backissues@airheads.org

Advertising Manager
Open position: advertising@airheads.org

Airheads Website
airheads.org

Webmasters
Calep and Mario Magliozzi: webmaster@airheads.org

Chief Financial Officer
MA A/M Tim Hille

Club Treasurer
Dana Azevedo: treasurer@airheads.org

Art Director
Chris Parker: chris@roadwolfdesign.com

Proofreader
Diane Trudeau

The ABC Logo may not be used for any purpose
without written approval from the ABC Board.



From the Board

Duck Koch

Chairman of the Board
Georgia Airmarshal Director, Region 5
ABC 2059

This month's edition of *Airmail* represents a new look for the club's magazine, including a refresh of some of the legacy sections as well. The emphasis has been on an easy-to-follow flow of content, both in text and photography. Particular attention has been given to highlight photos submitted for the magazine, to take full advantage of the quality of paper and printing.

Regarding previously provided material by Oak Okleshen, due to licensing issues with reprinting in a digital version, those have been suspended from the publication in accordance with an agreement between the club and Oak. If there is a change in the future concerning this arrangement, the editorial team and Board will reconsider their inclusion. In the meantime, some examples from other contributors are included on page 24.

The location and presentation of Airhead events has been given a new look with a map to help identify geographic location at a glance.

The aim of this redesign is to highlight your stories and photography in a way not seen before. The Board appreciates the work done from past contributors and looks forward to working with all to make *Airmail* even better. On the following pages, a new "letters to the editor" section, Head to Head, gives you a chance to speak to the larger club and offer up your take on the direction of the club and the magazine. As you can read, we have published a wide variety of opinions about the change here at *Airmail*. Please keep this mind... that this is the Airheads' magazine and is

only as good as what you contribute to it. We hope you like what you see.

ABC Board Meeting December 14, 2022

Called to order at 7:00 p.m. EST
Attendees: Duck Koch, Tim Hille, Curt Henry, Tim Roberts

Review of agenda, Tim Roberts wanted to add discussion of Board member terms.

1. Discussion of membership survey. Whether survey should be in *Airmail* or only via email. Action item for January 2023 meeting is for each Board member to compile a list of questions and share via email for discussion at next regular meeting.
2. Discussion of Region 1 Director vacancy. Email all Region 1 Airmarshals and solicit candidates. The best candidate would be appointed by the Board to fill the vacancy until the next election.
3. Discussion of Board member terms. Reviewed the By Laws section regarding terms and elections. Discussion of possible election in 2023.
4. Executive Session for personnel matters
5. Regular Session, motion to adjourn by Tim H., Seconded by Curt H. Unanimous vote to adjourn at 7:50 p.m. EST.

Called ABC Board meeting December 20, 2022

Called to order at 7:00 p.m. EST
Attendees: Duck Koch, Tim Hille, Curt Henry, Tim Roberts

Chairman stated that the outcomes of this meeting could be shared prior to publication in the *Airmail*.

1. Personnel Changes – Duck Koch made a motion to terminate the contract with the current editor, B. Jan Hofman. Seconded by Curt H. Vote – Duck K., Curt H., Tim H., for the motion. Tim R. opposed. Motion passed. Tim Roberts left the meeting at 7:06 p.m. EST. A quorum of Directors were still in attendance. The meeting continued.
2. Curt H. motioned to accept the contract with Roadwolf Design, Inc. to produce the *Airmail* magazine at \$2000.00 per issue. Tim H. seconded. Vote was unanimous by the three Directors.
3. The chairman would notify all parties involved immediately and post notice to the Airmarshal email list.
4. Motion to adjourn by Curt H., Seconded by Duck K. Unanimous vote to adjourn. Meeting adjourned at 7:30 p.m. EST.

Respectfully submitted,

Duck Koch
Chairman of the Board



Head to Head

Submit your words and high resolution photos to editor@airheads.org. Provide your membership number and address. Submissions are the opinions of the author and do not necessarily reflect the positions of the editor, Airmarshals, Board of Directors, or the membership at large.

Introducing a new section of our club magazine. This will be the place where we share feedback and perspectives on past stories, current club activities and generally be open with each other. Call it a pressure relief valve, a way to complement each other and a place to share diverse opinions. As always, we must all adhere to the club canons when contributing to this section, and it will be at the discretion of the editor as to whether any submission for this section meets this criteria and the editor will strive based on submissions each month to provide a balanced collection of contributions to this objective.

For the purposes of kicking off this section and at the obvious risk of reigniting recent controversies, we will populate this segment with excerpts from emails to the Board from the December-January timeframe.

I've been an Airhead member ever since I bought my first BMW in 2006 and attended the Vermont MOA rally. I've saved every issue of the magazine for the tech articles which I would use when working on my bike. I love the printed issues but understand that there are some people who would like an online version for various reasons. I have no problem with that but what I do object to would be making Oak's tech articles available online as well. As B. Jan had stated a few months ago that before Oak passed, he asked that his articles can be used in the print magazine but not on the internet. I don't know the reason Oak asked for that but it's good enough for me because it was his wishes. Oak was a great resource to this club. I see that we also get tech tips from others in the club so maybe the online version could include just tech tips from anyone but Oak? In the

words of Oak, "We really got a tiger by the tail with this one!" I'm really a member because of the Airtech articles and B. Jan's great stories.

– Mike

Hi, I just wanted to add my voice to those who are feeling uncomfortable with the board decisions within the club.

As everyone knows, our community is getting smaller and smaller, and we need to make decisions that benefit the existing membership and not just a few, and to also recognize our past. I have seen clubs go down this road before, and it never ends well.

– Tony

I just received my January issue of *Airmail*. What the heck is going on? Looks like the magazine went through some serious censorship. However, someone indulged in, perhaps an unintended bit of irony, as a lengthy blacked out section was followed by a quote from Bill Maher, "Why can't we disagree without hating one another. The correct response to free speech is more speech, not cancellation." Does that not work in *Airmail*?

– Jim

I'm pretty bummed about the fighting at the top. I joined this group because of the simplicity that it was built on. The idea of associating myself with likeminded individuals, with similar bikes and senses of humor sounded great to me. Having the opportunity to catch up for a ride

or tech session or to share knowledge with each other was enough to get me to join. The club as it is is what attracted each and every member. The fact that anyone is trying to change it to bring in more membership or raise more money brings my mood down. Those folks should start their own club, bring in their own membership and run it the way they want. They should leave this club alone! I suppose if they have the majority then they can vote in any changes they want. I can do my duty to vote against Tim, Duck and Curt on the next go around. Then who knows? When the club is filled with digital folks that don't ride airheads, I'm sure there are a bunch of us who won't be excited to participate anymore. Sad!

– Chris

I know nothing of the circumstances causing the firing. So many times, it comes from an overinflated ego on both sides. And then the ego supports the tense compromise. No one ever wins. This action is very damaging to club morale, and speculation flies.

Deflate the ego, sit down, and make this club work. An amazing leadership would be one that forgives the errors, sits down, and creates an atmosphere for both sides to accept. Everything is just an action away.

Forgive the toxicity and build a real club.

– George

Hi Guys,

I get the paper *Airmail*. I can do without the editorial philosophy and life-guidance crap, but the Oak pages are great because they dole out pearls of valuable information at a



rate that allows them to lodge in my head, almost sneakily.

And by the way the logo could use some serious *simplification*.

– Drew

In my humble opinion I think changing it is a bad idea. Most young people are not interested in Airheads barring a very few. Not enough of them that radically changing things would increase interest to the point of some benefit such as increased membership of younger people. This is an observation I have had after being a member since 2011. On the other hand, I do agree with making a digital version of the mag without Oak's material. I would still get the hardcopy if the price is increased to facilitate said digital version.

– Kenneth

You all know who I am... Snowbum. While I tend, rather strongly, to go with the minority of the board, I also *do* want to see some modernization... I will just call it a combining of the best of both perspectives. I believe this can be done.

I will be happy to discuss my ideas, should they be requested. Please, no requests until after the Holidays... that should be enough time for everyone to digest most every comment being made.

Perhaps the entire Board could meet over some good drink and come to something much more than just a compromise. After all, a compromise is really where all parties agree to lose.

Surely there is at least one Board member who is smart enough, and wise enough, to bring the entire

Board together, in friendship, to figure out how best to make the Club better for all, while looking towards the future, and at the same time increase the membership.

– Robert Fleischer,
aka Snowbum

I think the board's recent divisive actions with little or no prior warning have steered the club onto the rocks. If the club, the board and the regional memberships cannot find some common ground, it is pointless to continue. I also suggest that the club is not about any magazine or website, no matter how good. For me at least, the club is about its local members and gatherings. The club should be a vehicle for bringing people together, not for dividing them.

– Rob

I am very happy with the Airheads group and magazine as it stands and would possibly drop out if there are radical changes. Please keep the Oak articles and the general direction of the club.

– Bruce

I read my monthly hard copy of the *Airmail* cover to cover every month. While I sometimes disagree with B. Jan's editorials, I enjoy his writing and storytelling skills. Firing B. Jan on short notice is immensely disrespectful to a founder of our club, and a bad decision by the BOD.

For the record, I would also enjoy having a digital version available, and I would pay extra dues to cover the increasing cost of publication

and distribution. And I enjoy Oak's articles too.

– David

Dear Airmarshals,

I joined about 4 years ago on the recommendation of another member. Being new to wrenching- Oak's tips have been great. Have met many kind souls that have become friends. The motto "simple by choice" seems to be transitioning to "complex by choice". The founding canons are excellent - they encompass a swath of diversity and free minds. Whatever the history is here with B. Jan or motivations for removal.. leave everything as it is. Copy the 247 webcast – have more tutorials like other airhead groups. There is no magic or key to getting millennials.. not happening.. iPad or not. Engage with hands-on content – more workshops and barley sessions.

Why would I say this- I'm a 50 year old physician at a large academic medical school. All the *teaching feedback* data regarding content that we are receiving is the opposite of an online experience... these folks are starving for hands on - person to person interaction.

We are consequently moving back in time... old school chalkboard (dry erase)... it's fun... most importantly we are all learning.

Just my thoughts... hope you keep this simple... it ain't broke!

Cheers,

– Chris

Not trying to create confusion, you don't have to read anymore. I *do not* like censorship, there is too much in the world already. I *do like* Oak's material, even if it get repeated every



Head to Head

now and then for new members as they don't have old *Airmail* magazine reference issues. RIP Oak. Sadly, the *Airmail* can go online to save money and not raise membership cost. Hope the ABC survives, adapts and overcomes. Grow in the future through marketing "simple by design" history to create interest from fun loving youth. If we lose the ABC and the Air-list we will lose the market for spare parts. Then we lose the enjoyment of having these machines on the road. I am so old my time here is almost over no matter what happens.

Thank you,

– Dale

Dear BOD,

I have been a member since 1997. Below are my thoughts and responses to the current controversies:

I fully support your efforts to offer *Airmail* in a digital format. I would subscribe to both the hard copy and pdf versions at least initially.

I value the technical support provided by the club, including Oak's wisdom. I would be happy to purchase a physical copy of his remaining technical tips.

I find it rather odd that Oak felt that it was somehow harmful to provide his technical support in a digital format. It would certainly make it easier for me to put together a reference manual if I wasn't reduced to cutting, and pasting and scanning hard copies (which I have been doing). I guess everyone has their biases.

IMHO, the editor has been abusing his privileges as the Editor for quite some time. I have found his political proselytizing to be rude and an insult to my intelligence. Such bombastic bullshit should never be tolerated. I

would hope to read airmail without being exposed to the peculiar political or religious doctrines to which a particular "Editor" may subscribe. At our family gatherings, we try to maintain the policy to never discuss politics or religion. This helps maintain some level of mutual respect and peace.

IMHO, the tone the editor set tended to portray the club as a hangout for old rednecks. While I don't necessarily think that diversity is something we need to bend over backwards for, I don't believe that continuing to set that tone is healthy for the continued sustainability of the club.

I may be in the minority, but as a descendant of many generations of machinists and engineers, I'd prefer we stick to factual matters regarding our vintage boxers, and minimize the B.S.

Sincerely,

– Robert

I stopped reading B. Jan's pieces long ago. If I want "biker" fiction, I'll buy a copy of *Easyriders* (do they still exist?). Regarding his opinions, why should our dues go to providing *anybody* a guaranteed monthly soapbox for *whatever* their opinions are? I don't subscribe to the *Airmail* for that. Just talk about airheads.

Clearly other members think this way and must have voiced some concerns to their Airmarshals or the BoD at some point, or it wouldn't have become an issue.

It seems that the paid contractor (B. Jan) was not listening to his employers, repeatedly, from what I can discern having read the previous postings.

Having said all that, I do think there's something to be said for

showing respect and deference to our founding members, as the originals, and the keepers of the flame as it were, but maybe B. Jan can agree to a less opinionated and more ecumenical approach to writing and stay on as editor. But maybe it's too late for that. It's not really clear.

– Eric

Airmail has become fodder for my trashcan due to B. Jan's articles, opinions and dirty laundry being published. Furthermore, this club needs a revamp. Doing things the same way just because "we've always done it this way" is not the way to run anything. My opinion on Oak's articles, some is good information. Some is very outdated and should not even be published. Again, times have changed. We now have good electronic ignitions; we now have updated charging systems. As an example, recently I've seen some of Oak's articles against these updates due to them not being available back then. These articles are misleading to new airhead owners.

– Brian

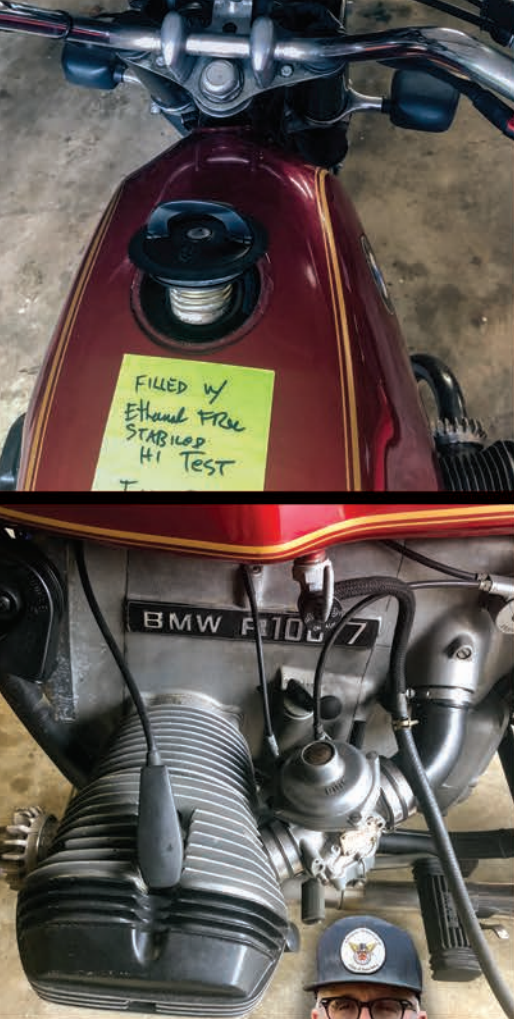
An apology from the ABC Board of Directors

As many of you must know by now, the Board took action to redact some content in the January issue of the *Airmail*. Upon reflection of this action, we reached a consensus that we owed the membership and the authors of that content an apology. The action was taken with little time to consider other options. You have our most sincere apology.

– ABC Board

Club Canon 8

Airheads like to share time, knowledge, parts and camaraderie with other Airheads.



In 1974 or 75 I went by my local motorcycle repair shop and saw for the first time the most beautiful motorcycle I had ever seen: a Silver Smoke R90S. I wanted to sell my motorcycle and get an R90S right then, but I succumbed to peer pressure and kept my 1971 HD Superglide. In 2001 I sold that motorcycle and bought a 2001 R1150 GS but an R90S or R100S was always in the back of my mind. Fast forward to a few years ago when a 1978 R100/7 became available for a decent price. I bought that motorcycle and planned to convert it to a R100S replica. I started to buy the parts to do the conversion. I started to rebuild the dual disc forks when disaster struck. My wife and riding partner of 30 years was diagnosed with the worst disease ever and I became a full time caretaker. Unable to spend any quality time out in the garage, I decided to contact Massachusetts Airmarshal Tim Hille to see if he could recommend an Airhead that took on projects like this. To my surprise Tim said he would help me out. Here is the result. Thank you Tim! I only get to ride it to do errands now when someone comes by to help out but when a dream comes true it is always a good thing.

– Jake DeCoursey

When Jake reached out to me, he asked if I knew of a competent Airhead wrench that did not work out of a shop, but at home on their own time. I wondered why he did not want to go with the number of very capable shops in our area for this project. He described it as the final build of a /7 conversion to R100S and he had 90% of the parts. After he explained his situation and concern that most shops would not be able to get this back to him on time and often have months long backlog, I put the word out to fellow Airheads in the area to see who might be able to assist.

Honestly, I generally do not work on other people's bikes other than tips and pointers at tech days, so I was hesitant to take it on. After a couple weeks of trying to find a willing contributor, I decided that I should take it on with the support of my local shop Duncan's Beemers - Duncan Kautz and his vast collection of used parts, I was able to complete the job in just under 2 weeks out of my home shop. It turned out to be a very rewarding project, I learned some new things along the way, used many of my past experiences working on my own bikes, and I think Jake was very happy with the results in the end.

Thank you, Jake, for your trust in allowing me to do this for you and make your dream of an R100S a reality. Enjoy the errand rides, and I hope we can do a ride together someday soon.

– Tim Hille - MA
Airmarshal #14325





The Airhead Story

Adapted from *The Monks' Story - The Art of Possibility* by Rosamond Stone Zander and Benjamin Zander

A motorcycle club has fallen on hard times. It was once a great order which, because of declining ridership and motorcycle enthusiasm in society today, lost many of its members. It was decimated to the extent that there was only a fraction of the number of members left and only a fraction of them maintained the traditions of events and camaraderie that made the club what it was and differentiated it from the other clubs over time. The club's leadership was made up of 54 Airmarshals, the leaders of the club at the state level, many of whom were in the declining years of riding abilities. Clearly it was a dying order.

There were clubs like the Airheads that had adapted to the new times, refreshed their image, and began to grow as an organization once again. One day, it occurred to members of the Airheads club community to visit those clubs, attend their events, and read their magazines to see if they could offer any insights that might save the Airheads Beemer Club. They were welcomed at the events, the leadership of these other clubs met with them and commiserated. "We know how it is," they said, "the spirit has gone out of people in the motorcycling community. Almost no one comes to rallies anymore." So, the old men in the leadership of the clubs wept together, and they read parts of stories from the back issues of their magazines and spoke quietly of deep things and fond memories.

The time came when the rally ended, and they had to load up

their camping gear and leave. They embraced. "It has been wonderful being with you" said the leader of the other club, "but we have failed in our purpose for coming together. Is there no piece of advice that might save the world of motorcycle clubs and culture?" "No, I am sorry," the leader responded, "I have no advice to give. The only thing I can tell you is that the answer lies in one of you remaining members."

When other members heard these words, they wondered what possible significance they might have. The answer is within one of us? One of us, here, in the club leadership and membership? Do you suppose he meant the Airmarshal with the lowest membership number? Of course, it must be them – he who has been part of our leadership for so long. On the other hand, he might have meant the woman who has been an Airmarshal for only a few years now and brings diversity to our ranks. Certainly, he couldn't have meant Airmarshal Elrod- he's so crotchety. But then Elrod is very wise. Surely, he could not have meant Airmarshal Phillip – he's too passive. But then, magically, he's always there when you need him. Of course, he didn't mean me just because I sought his council - yet supposing he did? Oh Lord, not me! I couldn't mean that much to the club, could I?

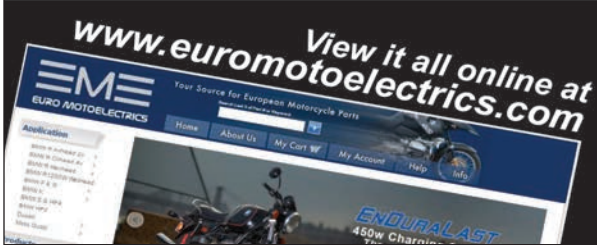
As they contemplated this, the old members and Airmarshals began to treat each other with extraordinary respect, on the off chance that one of them might

hold the answer to the challenges they face. And on the off chance that each member himself might have that inspired solution, they began to treat themselves and each other with extraordinary respect.

Because the club hosted an amazing venue at large national rallies and provided a welcoming environment with supportive and friendly people as well as great food, new people occasionally came to visit the Airheads in AirCentral. There they picnicked or wandered along the rows of beautiful and personalized machines on display, most of which had the signature of its long-time owner on it in the form of special gear and adornments. They sensed the aura of extraordinary respect that surrounded the club and its members. They began to come more frequently, bringing their friends, and their friends brought friends. Some of the younger people who came to visit began to engage in conversation with the long-time members. After a while, one asked if they might join. Then another, and another. Within a few years, the club became once again a thriving community of camaraderie and good technical knowledge, and – thanks to the insight and inspiration proffered by the other clubs' leaders – a vibrant, authentic community of like-minded and energetic membership blossomed and was once again seen as a role model for motorcycle clubs around the world.



**YOUR SOURCE FOR
BMW AIRHEAD PARTS AND COMPONENTS**



Large Brand Selection
Same Day Shipping
Huge Inventory
Easy Online Ordering
Great Pricing

Tired of trying to patch that old flex circuit and keep your bulbs working?

KATDASH
Airhead Instrument Lighting
www.katdash.com
Kat Connell Northwood, NH
603-942-6761

BING AGENCY INTERNATIONAL

1704 South 525 Road • Council Grove, KS 66846
Tech # 620-767-7844 • Fax 620-767-7845
Orders only 800-309-2464
www.bingcarburetor.com • bing@bingcarburetor.com

Sole Agent for United States, Canada, South America and Australia

Specializing in Vintage BMW

Contact Us:
505-428-0646
Santa Fe, NM
info@ocdcustomcycles.com
ocdcustomcycles.com

<p>BING & DELLORTO CARBURETORS AND PARTS WE HAVE THEM IN STOCK</p>	<p><u>Tuning Manual</u> Trouble Shooting Altitude Adjustment Exploded Views Rebuild Information A MUST \$11.50 Post Paid</p> <p><u>DVD REBUILD VIDEOS</u> Step by Step with the Carb Doctor CV or /2 \$30.00 each</p>	<p>Alcohol Resistant Fuel Line In Line Filters Karcoma Petcocks Tuning Aids Rebuild Kits</p>
<p>In Shop Rebuilds</p>		



Adopting a 1984 BMW R80RT

A sidecar project that definitely did not go to the dogs

John Van Hook · ABC #16426

I did it. I sold my Gold Wing sidecar. It was too big and too complicated.

Funny story: I took the Gold Wing to the 2019 BMW MOA Scoot Boot'n Boogie National Rally in Tennessee, pulling my Mini-mate camper (which I also sold). At the gate the gentleman taking money looked the rig up and down and said, "Looks like you brought a battleship to a knife fight." I chuckled.

However, I like an occasional ride on a sidecar. At a spirited pace, it is like riding a deranged, drunken bull on a can of Red Bull! So here we go...

With the help of two very fluffy Labradoodles, a sidecar is born!

It all begins with a ride to eat. I went to the Star drive-in on Vintage Bike Day earlier this year. While there I met a gentleman who was interested in letting go of his very fine Blue 1984 R80RT with a low 40k miles on it. The catch: It had not run in about 12 years! We talked about his price expectations (which were appropriately low) so I decided to go check it out. For having sat so long, it was in surprisingly good condition. So, I bought it, without hearing it run. I knew I could part out for more so there was little concern. He had

left the gas in from when he last rode it... so that was bad.

I bought it expecting to use it to make a sidecar. First I drained out all the icky gas. I replaced with gas that was very heavy on the seafoam ratio. I put in a battery, and I couldn't believe it... it started right up and ran pretty smooth! Holy crap! I had to leave on the choke when warm, but hell yeah, good enough. The engine was sound. With my dogs in the garage watching me work, I put it on the lift and installed a slash 7 specific sidecar sub frame made by Claude Stanley of Freedom Sidecars in Pennsylvania. He does great work. The sub frame properly attaches to the center stand tabs and one side of the tube frame. Very stout. I have cleaned up the hole in the fairing since these pictures were taken. That was the pilot hole. I went to the trouble of cutting the RT fairing lower to accommodate the sub frame as I am expecting this to be my 'very' cold weather bike. Black ice is less of a concern on three wheels!

All in all, I think it turned out great!







Airmail Interview





A Lifetime of Riding

Sitting Down with Rex (Dezert Dog) Mangold

Airmail Editorial Team

Recently, Airmail sat down for a conversation with Rex Mangold, world traveler and life-long motorcyclist. From his ranch in Montana, he laid unfurled the narrative of his love of motorcycles and, in particular, aircooled BMWs.

Starting out on bikes and eventually a sidecar

I bought the sidecar from the Harley dealer in Taft California back in 1969 and hooked it up to my Sportster. I loaded it up with camp gear, a rifle, and axe and headed to Alaska to the homestead. Back then the roads were gravel and the sidecar made it easy although a rough trip. After a summer in Alaska, I made it to Arizona and finally to Montana where I sold the Sportster and bought a 1960 R50. I then moved to Nevada and rode the desert both with the hack and solo. Buying farmland back in Montana, I put the rig away, stuffing it in the barn at my new farm.

After thirty years in the barn, I finally got it out, had it serviced and put on new tires. A fun machine but the R50 was a little under-powered but great for kids and dogs. I lucked into a R75/6 down in Nevada that a friend had just acquired. It had belonged to a guy who bought it at Als Cycle Shop in Las Vegas, Nevada in July of 1975. He was living in Tonopah, Nevada when he died in 1987. The bike was parked and not ridden for a nice twenty-year snooze in the dry desert air. I went to Nevada and bought it from him and took it to Bobs Motor Werks in Joliet, Montana and had him do a complete service on it at 21,373 miles on the odometer. The service was done in the winter of 2007 and come spring, what a wonderful ride it is.

I was able to find a sidecar mount for it and took the car

off the R50 and moved it over to the R75/6. Wow, what a difference that makes in how well it cruises at 65-70 rather than 55 mph. This sidecar is fiberglass and extremely light and tough as nails.

When out with friends on overnight camps, I would always carry the cooler and all the beer as well as my gear in the tub. When we would get to camp and get set up, I would disconnect the car and then ride with everybody solo for a day or two and then come back to camp and hook it back up when we left to go home.

For those not familiar - Pop Dreyer is a very famous motorcycle side car guy. He started racing in 1918 and raced for a time Indian Motorcycles with Flexi sidecars made by the Flexible Company. He moved on to race cars and worked on a winning car in the Indianapolis 500. It was in the 50's that he started building these fiberglass sidecars and I think this one was made around 1957. I am not sure, but it seems like when the 57 Chevy fin craze era. The fender and the frame were more likely made by Steib, based on my observation.

For an update on Rex, he sat down with *Airmail* to have a chat about his motorcycling history.

AM: What was your favorite motorcycle that you have owned over the years?

Rex: I would have to say the R80 G/S. I have owned a total of four of them over the years and have only two now. That bike goes anywhere, on any road type. Able to go anywhere I want to go. For my trip to South America, I acquired an R100GS PD for the extra horsepower.



Airmail Interview

AM: I see your mom was accepting of your motorcycling interests, but what was the event that first sparked your interest in motorcycles?

Rex: Yeah, my mom really enjoyed riding and supported my interest – she was “a way cool mom.” Dad on the other hand, was against me getting a motorcycle and told me that I could not get one until I was 21 and out of his house. So, that is what I did. When I was 21, I bought a motorcycle (Harley Flathead) and left home in Redding, California during the Summer of Love in 1967, headed for San Francisco and the Haight Ashbury scene. The sidecar in this story was attached to that bike. With the hack loaded,



Above: Rex had the coolest mom, shown here with his Harley Flathead hack

my girlfriend seated on top of the gear in the sidecar, and we both headed off to Alaska. In the fall, we navigated all the way down to Globe, Arizona, where the classic movie *The Great White Hope* was shot. Upon arrival, we had no money, so I got a job as an extra in a movie being filmed in town and made enough money to continue our travels.

AM: What advice would you give to a new rider, or younger member of the BMW Airhead community today?

Rex: I sold one of my R80 G/S to a younger man because he wanted to have adventures on a motorcycle and what better bike could you ask for. Today it is tough. I live

in Montana rancher country, not a hub of motorcycle culture. The motorcycles you do see in here are Harleys lined up at the bar. They go bar to bar, that’s what Harley guys tend to do. I did meet a guy looking to buy a bike and directed him to online places selling BMW bikes. He found one and is satisfied as far as I know.

AM: What is your view on motorcycling, is it a sport, a hobby or simply another form of transportation?

Rex: I would say it is an escape. I took my old R50 to the local shop here in Montana many years ago, and there I met a man riding a very well-worn R80 ST. In our conversation he said he was on his way to Alaska and coming from some place I had never heard of. Turned out to be Tierra Del Fuego, the very tip of South America. That man put a virus in my head that you could actually do such a trip. And the next year, I did just that. I rode from my home here in Montana on my R100 GS PD clear down to the tip of South America and back. That was 28,801 miles.

Rex, Dezert Dog Rex to his friends, lives on his ranch and prior to COVID-19, ventured south boondocking with his Dodge pickup pulling his 1956 Airstream Bubble trailer and his R80 G/S in the back of the pickup during the winter months.

Rex has spent his life making adventures happen, both solo and with riding friends. He represents well the spirit of the Airheads.

Below: Rear hub on the Pop Dryer sidecar



Airmail Interview



Top left: Rex handcrafts pure silver jewelry and that is a piece of his work on the tank

Above: The Pop Dryer sidecar first on the underpowered 1960 R50

Left: Moving the side car to a R75/6 in 2007

Below: Rex's sidecar today





BMW's at the Black Bear Americana Music Festival

Siouxzanne Harris · ABC #1500 · New York Airmarshal

It was a cool, crisp, clear weekend in the middle of October when a bunch of Airheads gathered in Goshen, Connecticut to attend the Black Bear Americana Music Festival. Massachusetts Air Marshal Tim Hille arrived several days early and set up an Air Central complete with a couch, comfy chairs, coffee table, cooking area, communal cooler, and a giant water jug. Soon, Airheads from three states arrived and were added to mix. Tim also set up a teepee with a small fire pit in it for music making in the evenings. There were several other fire pits in our camping area with plenty of firewood. Folks gathered, shared stories, food, and beverages. At one point there were 14 Airhead bikes at the site. There was one oilhead bike at the gathering, but we made him park by the porta potties.

Our camping section was in an ideal spot. You could hear the main stage music without ever leaving the luxury of your Kermit chair at Air Central. There were

also two porta potties right at the edge of our area. We had a lovely view of the sunset to our right and saw the moon rising to our left.

The Goshen Fairgrounds provided a great venue for four different stages that had continuous music from 11 a.m. till 10 p.m. There was also a tent for jamming that was always filled with pickers and singers. All styles of music could be heard throughout the weekend but by far the hit of the festival was the Slambovian Circus of Dreams who performed Saturday evening amid folks parading around with decorated and lighted umbrellas. The also did a Dylan set on Sunday.

It was nice and sunny during the day but went down into the 30's at night. All the bikes had frost on them Sunday morning. It was warm and cozy in the tent but rather chilly in morning while trying to make coffee and get moving.



Rendezvous



There were plenty of great food vendors – lobster rolls, pulled pork, burgers, pizza, smoothies, chili, craft brews, egg sandwiches, and a maple booth that served up apple fritters drizzled with maple syrup. Two large buildings housed other vendors including jewelry, handmade wooden items, clothing, crystals, macramé, and CBD goodies.

The trees surrounding the fairgrounds were bursting with glorious fall colors. We were even treated to a glorious full moon – the Hunter Moon – on Saturday night.

In addition to bringing all the Airhead central stuff, Tim and sister Rebecca Atlee brought some food to share with the campers. There were many happy bikers, kids, and friends celebrating this wonderful event in this western part of Connecticut. They have this festival every year the second weekend of October, so if you like music and hanging out with other Airheads, be sure to get your tickets for next year.





Rendezvous



There were many happy bikers, kids, and friends celebrating this wonderful event in western part of Connecticut.



MOTORRAD ELEKTRIK

Rick Jones at www.motoelekt.com
256.442.8886



Electrical parts and services
for BMW motorcycles

Specializing in 1970-1995 Airheads

Alternator, starter, ignition,
and lighting solutions



Duncan's Beemers

An independent BMW Airheads specialty shop for over 25 years. Servicing Massachusetts and the greater New England area.

Vast inventory of used parts and many new maintenance parts in stock for the full line of Airhead BMWs.

Call (978) 897-2697

Quality CYCLE SERVICE

BMW MOTORCYCLE SERVICE

- ★ Airhead Specialist
- ★ 35 Years Experience
- ★ Complete Service & Repairs
- ★ Genuine BMW Parts - New and Used

(480) 338-7605

PO Box 1201
Tonto Basin, AZ 85553
In Historic Punkin Center

DAVE ALQUIST
bmw_dave@hotmail.com
www.qualitycycleservice.com



Tom Cutter

Over 50 Years of BMW Service Experience!

BMW riders, Tom's been in the hospital since November 28th, following surgery. This means no income for him, and none for the near future. He's cranky, but he's one of us.

Please consider supporting him at [gofundme.com/f/hmxqh-tom-cutter](https://www.gofundme.com/f/hmxqh-tom-cutter)

- Service and Restorations
- Component Repairs
- Paralever Bushings
- Suspension & Brake Lines



Serving clients worldwide - Shipping to remote locations

rubberchickenracinggarage.com

215-321-7944 1360 Colony Way - Yardley, PA 19067

Capital Cycle

GREAT DEALS
ONLINE!
www.capitalcycle.com



Mufflers • Spark Plugs • Ignition Parts • Control Cables

• Locks & Keys • Mirrors • Spokes • Gaskets •

Seats • Carburetor Parts • Filters • Bulbs

• Bearings • Seals • Valves • Grips •

Clutch Disks • Batteries • Luggage

...we have it all!

ORIGINAL EQUIPMENT QUALITY - UNBEATABLE VALUE

The One Stop Shop
for all your BMW parts and
accessories – all years, all models!



Direct importer for
Hepco & Becker

ORDER TOLL FREE 1 800 642 5100

OR FAX ORDER TO 1 703 421 7868

OR BUY ON-LINE AT www.capitalcycle.com

45915 Maries Road, #124, Sterling Virginia 20166



Birds of a Fea

Robert McIsaac · ABC #17913



This past December 4th was a perfect day for getting out on two wheels in central North Carolina. It was cool, with temps in the mid-50s, but with enough sun to be pleasant and yet not requiring dark sunglasses. Warm riding gear was in order, but even at speed it wasn't cold. Some periodic stops for coffee, however, were appreciated. Apex and Java hunting in equal measure.

Recently, I had the good fortune of meeting another airhead owner in the Raleigh area. He also has the distinction of being in possession of one of his father's motorcycles, a 1976 R90S. This silver-smoked beauty wears the patina of a nicely preserved and properly used machine well. Since we'd never met in person, connecting at a local Starbucks seemed the perfect venue to get to know each other and plan a route for some shared octane therapy.

For today's sortie, I grabbed the keys to the '82 R100RS. The two airheads looked smoking hot together, both parked and, in choreographed harmony, as we headed out across parts of three counties. Once away from the holiday shoppers hovering around the Starbucks parking lot, the roads were empty, giving us plenty of opportunity to let the big twins relive their glory days. And ours.

It was a rough day for wildlife, we discovered to our chagrin. Upon cresting one hill, we encountered a squadron of vultures that were cleaning up some unspecified roadkill from the night before. It took several sharp jabs of the vintage FIAMM horns to move them from their feast. If anyone has ever made a "blower" that is better at getting attention than these, I haven't heard it.

Shortly after that, on a long straight, we suddenly found ourselves trailing a great blue heron that pulled into our flight plan without warning after a low and slow takeoff. These are beautiful, enormous birds with a wingspan of six feet or more. Fortunately, a combination of Beemer brakes and heron acceleration meant that we didn't make contact, but it was more exciting than it should have been. Herons are coastal birds, so this one had clearly taken a wrong turn somewhere. Fortunately, no feather swapping.

Ironically, almost 40 years ago, I was out riding with my father when a Canadian goose executed a similar, poorly conceived takeoff maneuver in

front of his Moto Guzzi. Similar outcome to today inasmuch as the Goose didn't contact the goose. Birds of a feather need to watch out for each other, apparently. Now that Guzzi shares garage space with the RS, so they have even more than their red paint in common.

Over more coffee, we shared stories from adventures past, as well as plans for future explorations. We also had a chance to consider the good fortune we shared in having our respective fathers introduce us to the airhead world back when the mounts we rode today were new. We raised a cup of dark roast in their general direction. All around, it was a brilliant way to spend Any Given Sunday.



ther



Appropriate Repairs... Inappropriate Places

David and Emy Woodburn · Barnsley Motor Werks

I was asked for some technical articles. Well, I might be able to entertain you with how we got ourselves out of predicaments in places like India or Pakistan or in the wilds of Africa... maybe, even in the Australian bush.

Let's go back to 1998. My wife, our daughter and I found ourselves in Bangui, the war-torn capital of Central African Republic. This town sits on the western bank of the Ubangi River. On the eastern bank is a lesser settlement, wonderfully named Zongo. That side of the river belongs to the Democratic Republic of Congo. We were enroute to South Africa. It was a torturous track, which brought us from Cameroon, across the span of C.A.R., to Bangui.

The country had just wrapped up a civil war. Paranoia abounded. Roadblocks abounded. Where it wasn't the military, it was the gendarmes or the police. Even to enter this ramshackle capital was a procedure. We were greeted with the fact that the border just closed. Fighting had now, apparently, broken out across the Ubangi. *Should we wait? How long might the way be barred? How much time was left on our C.A.R. Visas? What about the validity of our D.R.C. Visas? Should we turn back... across the wretched terrain, which had brought us here... back to the Gulf of Guinea, then north into the sahel and then the desert proper? Would our meagre funds stretch far enough to get us to Europe? What about all the visas required? It would still be winter. Where might I find a job?*

A bit of a bother... eh? We decided to wait. Now, we had this ongoing, niggling worry. At least, the respite here might allow us the time to address this. Let me explain. From 1980 on, it seems the formula for the cast aluminum engine cases changed, perhaps because of environmental regulations. Engine studs can pull their threads on earlier /5, /6, and /7 bikes. This, though, is more commonly an issue on the later 'airheads'.

I'd repaired the stud mountings on the left side of our R80GS, one fiercely hot summer in Lahore, Pakistan, some years earlier. Before departing Australia in 1990, a BMW mechanic advised me to carry all the pertinent taps for the machine. I also packed 6, 8 and 10 mm helicoil kits. To save weight and space, the installation tools were whittled down. In lieu of a tap handle, we carried a small, adjustable spanner. So, sick with fever and dysentery, I addressed the threads on that left cylinder base. In Australia, a sidecar is a left side fitment. There it was, obstructing the job, to add a little more misery to an already difficult task. The only place to do this work was in the cul-de-sac of a laneway. This little nook was also the unofficial rubbish dump for the neighbourhood. I needed to duck the occasional refuse being tossed over a particular brick wall, then regain my concentration. Without a drill and bit, the helicoil tap needed to suffice. This was greased to contain the swarf and turned with the spanner ... not the recommended procedure.

That little episode was in 1994. We were enroute from Europe, back out to India. Later, while there, in the state of Rajasthan, we'd met two intrepid Englishmen with R80GSs. On Sam Manicom's machine, I helicoiled one of the threaded holes for his oil filter cover. On his companion's engine, I repaired the threaded holes for some of his engine studs. Mark Manley was enroute to Australia. Sam was headed, back to Britain. To do the job without a sidecar in the way was a change, as was not being in a rubbish tip and not being ill.

Let's jump forward to the winter of 1998. My family and I had departed Spain and were travelling down the Atlantic coast of Morocco. There, we met up with a New Zealand couple, Lane and Jenny, travelling on a R90S. Despite being a pre-1980 bike, this also pulled its studs on one cylinder. Squatting on the ground, in a rustic campground, just north of Agadir, I addressed this. Other campers lent a generator, a cord, an electric drill and an appropriate bit. With this equipment, the job became easier. If you undo the four nuts securing the rockers, two short studs still attach the head to the cylinder. By carefully easing the cylinder base just past the piston skirt, one of the gudgeon pin circlips can be pried free and the pin gently tapped out. That way, the piston remains in the cylinder and there is no drama with the rings. The head gasket is not disturbed.

I didn't fancy losing a circlip in the sand. (In theory, it should be replaced). So, the head was separated from the cylinder and the cylinder from the piston. It remained on the conrod. When finished the repairs and with the studs back in place, all gasket surfaces were cleaned. The base



Above: Lahore, our daughter Mattea and Asman our host

validities demanded consideration. We needed also to stay on a bit of a schedule, to miss the worst of the rains in the central Africa jungles.

All these Renaults, Citroens and Mercedes were still viable, yet couldn't pass the stringent, yearly inspections in France and, especially, in Germany. They were being driven south, to be sold off in what is termed 'Black Africa'. Popular destinations were Senegal, Ghana and Mali. Their drivers were French and German 'cowboys'.

We found a spot in the crowded compound and began to take stock. The bike required an oil change, a going-over and a tune up. In the process, I found one of our rocker studs was pulling its threads. Wow, we needed to sign up with the military on the morrow. Just what were we to do now? What else could we do? Until after midnight, my wife and I laboured. Our nine-year-old daughter held up a blinker bulb and reflector, attached to our battery by a couple of wires.

I extracted the problematic stud and helicoil. Unfortunately, the failed mounting was for the front, oil-feed stud, a blind drilling. With some measure of trepidation, the hole was tapped deeper, hoping we could realize sufficient depth and purchase. Using some epoxy, we glued the stud in place. Though extremely tired, we reassembled everything, before finally crawling into our tent. It was as well we did. Quite a bit of sand blew while we slept.

Come morning, I finished torquing the studs and set the rocker clearances. To register for the convoy, required being at the military headquarters by ten. We just made the deadline. On that run down the narrow, weathered strip of bitumen, to the frontier, more than once did my eyes glance downwards, to my left. *Please God, there'd be no sign of oil. Would the epoxy have set properly? Would our best efforts have sufficed?* All the way south across the sandy wastes, then eastwards, as we headed into jungled country, there was always this haunting, carping worry about the bodged repair. Here in Bangui, a shot-up, much-looted town with its razor wire and barricades and UN troops, we'd met an impasse. *Was this our chance to address the repair properly, before heading into the formidable, dark heart of Africa?*

So, how's that for a technical article? We can let you know the rest in another edition. Because this was meant to be technical, I refrained from describing the magnificence of the Atlantic coast or the vast wonder of the desert or the joy of finally reaching the Gulf of Guinea. That would only be appropriate in a travel article... wouldn't it?

was lightly smeared with compound. (You must be aware, that on the upper holes there are oil galleries). Refitting the rings, without a compressor needs a couple of sets of hands. At this stage, it would have been dismal to break one. The oil ring gap is at the piston's upper side and the other gaps are at one hundred twenty degrees either side of this. Head gaskets can oftentimes be reused, if smeared with grease. Always take care, any axial play is eliminated from the rockers. Before refitting the cover, it's a good idea to kick the bike over, until oil makes its way out along the top studs to dribble down the rockers. This is done without spark plugs fitted. In lieu of a kickstarter, the engine can be spun over with short bursts of the electric foot.

I tuned the bike, once we finished. Lane took the machine for a spin. It ran well. The oil stayed where it was meant to be.

Morocco and Mauritania had warred over ownership of the Western Sahara. Despite a ceasefire, technically, the two countries were still at war. Every second Tuesday, the Moroccan military organized to escort any vehicles, travelling south into Mauritania. These convoys formed up in Dhakla to run the three hundred and fifty kilometers to the frontier. There, the Mauritanian military took command and shepherded the way through the sandy minefields to Nouadhibou, the first town in that sparsely populated country.

So, lets back up to Dhakla. We'd run twelve hundred kilometers down the coast from Agadir and located the large caravanseraï, where we were required to form up. About fifty-odd vehicles were already assembled. We just made it on time. I'd been snake-bit in Agadir. For some days, my ankle was too swollen to change gears. This delayed us. To miss this convoy, meant waiting another fortnight. Visa



Replacing Steering Head Bearings

Brook Reams · Brook's Airhead Garage

This short article is a summary, edited by the Airmail staff with Brook's permission, of the full content Brook published on his website.

The steering head bearings on the 1977 R100RS are the same as those used on the 1983 R80ST and the procedure to replace them is also the same. Therefore, this article is applicable to most if not all Airhead models from 1970, through 1995 with minor exceptions.

Parts

I obtained the parts from Euro MotoElectrics in the chart below:

Part #	Description	Qty
31 42 1 234 509	RING, Steering Stem Bearing	1
31 42 7 663 941	TAPERED ROLLER BEARING – 28X52X16, Steering Stem-Earlier Part 07 11 9 985 070	

This short article is a summary of the full content Brook published on his website. See full article on Brook's Airhead Garage website (airheads.org/brooks-airhead-garage) for pictures or tools and links for where to acquire them. Also consider utilizing the Airheads Tool Exchange

program listed in the latest issue of Airmail and on the airheads.org website forums.

Two separate tech articles cover the full procedure (these are accessible by going to the URL mentioned above):

- › **BMW 1983 R80ST Replace Steering Head Bearings**
- › **BMW 1977 R100RS Replace Steering Head Bearings, Rebuild Front Forks**

If you prefer multimedia format, you may also find videos for this tech article at Brook's Airhead Garage on his YouTube channel.

1 Inspect Steering Stem Bearing Races

The outer races show vertical bars which is a sign of brinelling. This is when the tapered rollers slam into the outer race repeatedly. This hardens and deforms the outer race which results in notchy steering. If the bearing grease is not refreshed, it gets squeezed from between the roller and the outer race so metal to metal contact occurs. So, it's time to replace the roller bearings.

I use a hammer and a wood block on top of the steering stem to drive the stem out of the frame. I hang on to the bottom of the stem, so it won't fall out and hit the floor.

2 Assemble Cycle Works Bearing Tool and Remove Steering Stem Outer Races

The Cycle Works steering stem bearing puller has several parts that are assembled to pull the top outer bearing race.

3 Remove Lower Steering Stem Inner Bearing Race

The steering stem is designed with two wide places, one near the top of the stem for the top inner bearing race and another at the bottom of the stem just above the aluminum triple clamp for the lower inner bearing race. I removed the top inner race using a block of wood and a hammer to drive the steering stem out of the inner race. But I use the Cycle Works tool to remove the bottom bearing race from the steering stem.

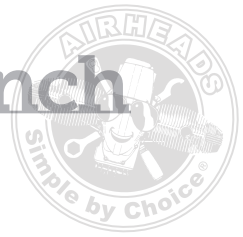
I use the Cycle Works lower bearing race removal tool to pull the lower inner bearing race off the steering stem.

Once the bearing gets past the wide place on the bottom of the steering stem it will slide up the stem without the puller until it reaches the second wide place where the top bearing race goes.

4 Install New Lower Steering Stem Inner Bearing Race

The procedure for the 1977 R100RS is the same as for the 1973 R75/5. You can read about that work here (these are accessible by going to the Brooks Airhead garage link on airheads.org).

- › **BMW 1973 R75/5 Remove and Install New Steering Head Bearings**
- › **Installing the New Bearings and Races**



The new dust shield on the steering stem goes under the wide part of the inner bearing race all the way down the steering stem.

I could use the Cycle Works install sleeve and drive the inner bearing race over the upper wide place and snug against the bearing shield. But I prefer to freeze the steering stem and heat the inner bearing race to 250°F and then drop the bearing down the steering stem. It drops all the way down with a nice “thunk” on top of the dust shield.



Brook's Airhead Garage

airheads.org/brooks-airhead-garage



Scan this QR code as a quick link to Brook's technical articles.

USED RECONDITIONED N.O.S. NEW
O.E.M. & AFTERMARKET PARTS & ACCESSORIES
/2 Thru R11 - K12 UPS Daily Used BMW Cycles

Re-Psycle
BMW PARTS
614/837-1160
24 HR FAX: 614/837-0359



Service • Rebuilding • Restorations
Fully Equipped • Exclusively BMW
Mail-order Component Rebuilding

ONLINE CATALOG
www.re-psycle.com



For all your BMW Parts & Accessory needs!

240 W. Columbus St. Mon. - Tue. - Thu. 11 a.m. to 7 p.m.
Fri. and Sat. - 11 a.m. to 5 p.m.
Lithopolis, OH 43136 CLOSED WEDNESDAY



Specializing in the
Care and Feeding
of Airhead BMW's
for Over 50 Years!

Bob's Motorwerks LLC

Bob Clement

(406) 445-2044 bwmontana@aol.com
132 Blanchard Butte Rd. Roberts, MT 59070

FIX YOUR SPEEDO?

Don't trash it!

"Foreign Speedo not only restored the function of my speedometer, they recalibrated it so it was accurate — for the first time in 222,000 miles!" B Jan

ForeignSpeedoInc.com

34 years experience

619 298-5278

2246 1/2 University Ave.

San Diego, CA 92104

THUNDERCHILD
DIODE BOARDS

REDESIGNED
FOR
RELIABILITY

also: solid mounts, voltage regulators,
ignition modules etc.....

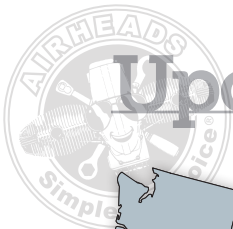
email us at: sales@thunderchild-design.com
or visit our web site at: www.thunderchild-design.com

J. Souders, PO Box 19602, San Diego, CA 92159
Tel: (619) 461-4719

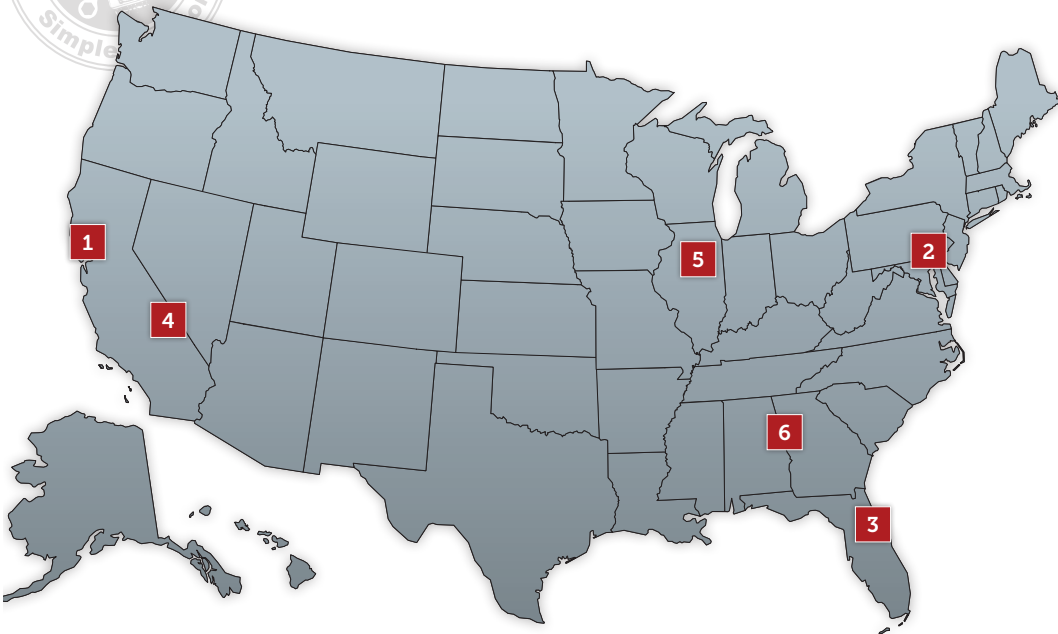
STONER'S BEEMER STASH
Airhead Parts and Accessories

Contact Ca.stoner@yahoo.com
or 951-813-1704 (8:00am to 6:00pm PST)

BMWMOA Ambassador
Charter ABC Member #49



Upcoming Airhead Events



Check out airheads.org/calendar for the latest info and on additional events.

guest an additional \$45 is required. Please send your check payable to: Rob Price, 205 South Marmic Dr., Holland, PA 18966. Please include your name, address, email address, member number and shirt size. For hotel overnights, we have blocked off rooms at the Motel 6 in Pottstown, PA (motel6.com/en/home/property/pottstown.html). Another option is the Fairfield Inn & Suites Pottstown Limerick (marriott.com/event-reservations/reservation-link.mi?id=1668014866006&key=GRP&app=resvlink). Also, you'll be added to the Supertech email list when you payment arrives along with a confirmation email of your registration.

1 **Nor Cal East Bay Barley Therapy First Wednesday of every month Oakland, California**
The Nor Cal Airheads are holding a daytime Barley Therapy on the first Wednesday of each month at Sideshow Kitchen in Oakland. 12 p.m. - 2 p.m. until the state loosens up restrictions, Sideshow Kitchen extends their hours, and we can change back to an evening Barley Therapy. Sideshow is open from noon - 4 p.m. Sideshow Kitchen, 942 Stanford Ave, Oakland, CA 94608

2 **Pennsylvania Airhead SuperTech 2023 February 10-12, 2023 Boyertown Museum of Historic Vehicles Boyertown, Pennsylvania**
The Pennsylvania Airheads will again host the SuperTech event this winter over Super Bowl Weekend. This is a weekend of airhead tech sessions and expert advice and experience as well as some great camaraderie. Training sessions will cover how systems and components work, how

to maintain and overhaul them, how to get out of trouble on the side of the road and how to keep these great bikes safe and reliable. Sessions will mostly focus on the 'later' airheads from /5 through end of production. For newcomers, the BMW Airhead cutaways and other possible goodies will be there to peruse. We will gather for dinner and tire kicking on that Friday night for those arriving early and the tech sessions will begin at 9:00 a.m. on Saturday morning. We'll have a light lunch and finish the sessions around 5 p.m. During a catered dinner that evening we will have a special guest speaker, Bob Henig of Bob's BMW. Sessions will begin again Sunday morning and activities will conclude by noon. This event will be held in eastern Pennsylvania and will be open to only 60 attendees. Registration open now. We will have a standby list once the max number is reached in case of last minute cancellations. Registration fee is \$155 for members and \$175 for non-members. If you plan on bringing a Saturday dinner

3 **Fleming Island Tech Day February 24-25m 2023 Fleming Island, Florida**
Please consider attending the 17th NE Florida Tech Day and a casual day of airhead tinkering and socializing beginning Friday, February 24th at about noon and all day Saturday. For the location, we will return to the home of Larry and Jeanette Meeker, 181 River-wood Drive, Fleming Island, FL 32003. Fleming Island is south of Orange Park and north of Green Cove Springs just east of Hwy 17. Look for signs. Parking will be tight, so do your best to attend via 2 wheels. A simple lunch, munchies, and refreshments will be served. Friday and Saturday night camping will be available. Various levels of experience will be on hand working on their own bikes and available to oversee others. This event is run by the Florida Airheads and co-sponsored by the BMW MOA of N.E. Please let us know you are coming and if you have any questions. Contact Larry Meeker #7058, at (904) 612-6683 for more information or email saddlesorejaxfl@gmail.com.

Upcoming Airhead Events



4 Death Valley Rendezvous (DVR)

March 9-12, 2023
Furnace Creek

Death Valley, California

This is the Oldest and Lowest of all Airheads events. This is a big event, put on by volunteers, if you can help do anything please do, pick up trash, empty trash cans, monitor the coffee situation. Thursday dinner will be something light, perhaps bratwurst. Cooked by volunteers. We pass the hat for Thursday's food, drinks, firewood, and campsites. We have to get Thursday to get the weekend but only a few show up for Thursday so we pass the hat. Friday dinner, Saturday breakfast and dinner and Sunday breakfast is included and will be prepared by our usual cooks, Moto Catering. Coffee will be provided but is always a hassle. We always need help with the coffee, all stages. If you are having coffee, please help do more than just drinking it. If the pot is empty, make another pot or turn off the heat. We have always had a nice bonfire. We don't bring wood for individual campfires. Please preregister to guarantee food and a campsite. No preregister; then there is a chance you will be turned away, hungry. We have 20 campsites in about 10 acres, at eight people per site that allows us 160 guests, but we only have 20 parking spots. Those twenty parking spots are reserved for motorcycles, there is overflow parking about 1/4 mile away. We are in the tent only area, so no sleeping in vehicles is allowed. There are showers at the pool, and we will have a couple pool passes. Preregister is only \$100. At the door it is \$1,000,000, or whatever we feel like. Send payment to John Covington, 1707 Victoria Dr., Fullerton, CA 92831 or paypal jwcov@yahoo.com. Check the box Friends and Family or

send \$110. We have never refused a refund, if you don't check friends or family, you could be the first.

5 Central Illinois Tech Day April 29, 2023

Lexington, Illinois

Dave Fahringer will host a tech day at his well-appointed shop near Lexington, IL. We will have two lifts set up and most specialized tools, but a heads up for major projects is greatly appreciated. Something from the smoker will be served for lunch (probably a pork shoulder, although may be brisket). There will be coffee and doughnuts for you early birds. You are on your own for worms and grubs. Coolers with water, beer, and root beer will be present along with empty coolers of ice. If you are bringing a bike with multiple larger issues, it would be a good idea to prioritize them in order of importance and pick one to work on. We'd like to keep a rotation going of bikes on and off the lifts, so everyone gets a chance. Location: 26254 E 2200 North Rd., Lexington, IL 61753. From Lexington, take South St./county highway 8 to county highway 21/2600E (a.k.a. the Lexington/LeRoy blacktop.) Turn south and travel to 2200N rd. turn east (left) go about 1/4 mile and the house is on the north (left) side of the road. There is a pheasant on top of the mailbox. Contact Dave at (309) 826-8332 or dave.fahringer@gmail.com or James Strickland at (309) 251-0877 or woodnsteel1@gmail.com with any questions or for planning

larger projects. We will do our best to ensure we have appropriate specialty tools and to have someone look over your shoulder and help you with your project.

6 Barnsley Motor Werks Magsama-sama

May 4-7, 2023

Ephesus, Georgia

Event is rain or shine. This is simply a get together of we who have a common interest in the old bikes we ride and the adventure they allow. There are some guest beds here, ample floor space and sufficient room for tents. We shall try to organize some activities. Further details shall be posted on the Barnsley Motor Werks Facebook page, as the event draws nigh. Food, coffee, and tea are provided. About pets... a few animals are 'grandfathered in'. Otherwise, we can discuss, as we have livestock. About children... they need to be well behaved and are the parents' responsibility. About presentations... if you have something worthwhile, let us know. By entering our portals, you are stating that you alone bear responsibility for your health and safety. We take every precaution on your behalf, but the burden lies with you. Please, give us a heads up a few weeks in advance if you plan to attend. This helps us prepare. Contact David & Emy Woodburn, 400 Alabama Road, Ephesus, GA, 30170. (770) 854-9136 or barnsleymotorwerks@currently.com.

AIRHEAD

247

PODCAST

From Off Productions · **New episodes every two weeks!**

Email us directly at airheads247@hotmail.com

Available on all popular streaming platforms (Apple Podcasts, Spotify, Soundcloud and more)



Airheads Marketplace

Airheads Marketplace ad submissions can be sent to chris@roadwolfdesign.com. Please include your contact details and location. Ads submitted to airheads.org will also be included here if space allows. Please notify the editorial team when the item has sold so we can remove it from subsequent *Airmail* editions.

1993 R100R: 55,000 miles; teal green; Mikuni carbs; has been sitting for five years, otherwise in pristine shape, ran perfectly. Contact Rolf at rolf.ehlers@sharp.com (SoCal).

1995 R100 Mystic: 60,000 miles; original; full records; rider's manual; bags painted red to match bike; extra Corbin low saddle; \$6200.00. Contact Mike at (608) 432-9551 or murdaughm@gmail.com (WI).

1978 R80/7: 38,000 miles; original owner; project bike; stored since 2010; it's a bit rough; \$500.00; Lockhart, TX. Contact Brett at (314) 920-9505 or b.ross@centurylink.net (CO).

1977 R100RS: Original owner; basket-case; garaged in pieces since 1985; ~75,000 miles; all original parts available plus accessories; small stock of maintenance parts; minor crash damage to fairing and valve cover. Contact Don at (858) 571-0873 (SoCal).

1983 R80/7: 62,000 miles, blue; AGM battery; LED lights; nose fairing; Brown side stand; bar-end mirrors; expertly maintained; \$4,250. Contact Jeff at (845) 664-3078 (AZ).

R65 parts: Spiegler Brake Disc Rotor Set (2) new \$425; chromed engine guard (right) \$50; OEM front brake pad set new \$35; muffler pipe chromed (left) imperfect \$75; Krauser saddle bags with keys \$150; chrome saddlebag mounts (welded) \$35; National Cycle plexifairing with all hardware new \$145. Contact Yaakow at (347) 415-7665 or yaakov.meiri@gmail.com (NJ).

Luftmeister auxiliary fuel tanks: one pair; black; \$337. Contact Greg at gbalas123@gmail.com (CA).

1976 R75/6: Black; approx. 50,000 miles; orig. & touring tank; YSS shocks; Dyna ignition; good condition; \$5800. Contact Jeff at caketooth@hotmail.com or (740) 279-0312 (OH).

1977 R100RS: Blue; 105,000 miles; matching numbers; mag wheels; lovingly maintained; \$7,500. Contact Nancy at (971) 678-8460 or nancycaron4art@icloud.com (OR).

1992 R100GSPD: 40,000 miles; teal and black; solo and bench seats; four-pot Brembo front brake; SS braided brake line; Nippondenso starter; Omega 450w alternator; Progressive Suspension rear shock; Krauser bags; \$10,000. Contact James at (404) 558-2066 or jgathany@mac.com (GA).

1978 R100RS: Red/grey; rebuilt engine; new paint, battery, tires, tune-up, ready to ride; \$6000. Contact Don at (703) 798-1519 or apexworks@aol.com (PA)

1964 BMW sidecar rig with '77 R100 motor/tranny/rear end in a '57 BMW Earls fork frame with Florin Bender sidecar: Mag wheels, \$17,500. **1974 R60/6:** 26,000 miles from new; black; \$4000. **1982 R100RS:** 175,000 miles; grey; \$4000. Contact Ray at (615) 574-1596. Calls only, no texting.

1983 R80RT: 7,000 original miles; second owner; in storage for last four years; new tires; \$5500. Contact Peter at wumbleteed@gmail.com or (406) 465-6938.

1981 R100RT: 18,000 miles; original smoke green; never down; \$6,500. Contact Charlie at (818) 384-7789 or charliek911sc@verizon.net (CA).

1979 R100RT: 90,000; runs great; \$3,500. Contact Sue at 262-339-1027 (WI).

1992 R100R: 100,000 miles; Alpha Ignition; Enduralast charging; new tires; Koso speedo; rebuilt transmission; Givi windshield; Don Vesco's 'Battle of the Twins' signed bike; needs driveshaft. Contact Justin at me@justinmorrison.net (CA).

1976 R75/6: Red; refurbished heads, valves, forks, cables, front brakes; LED tail and headlamp; US bars; new shocks; rebuilt carbs; ready to roll; unknown mileage; \$5900. Contact Brandon at (951) 227-1736 or sysbw@icloud.com (CA).

/5 Transmission, 4 speed off 1974 R75/5: Unused since full rebuild, just add oil; \$1600. Contact Jim at (206) 491-6238 or jrdahl@kpunet.net (CA).

1966 BMW R60/2: Crossover '74/'76 R90S customized; mechanically excellent; cosmetically challenged; starts instantly and idles smoothly, shifts smoothly; been sitting since 2006; has new fluids, battery, fuel lines; horn, lights, turn signals work; two options, replace all the rubber and suspension parts and just ride something unique and fast...or this is the solid base for an R90S full restoration; save project time since the mechanical work is fine, charging and ignition system are fine, all the parts are there; \$6,000. Contact Greg Hutchinson at (415) 205-7829 (CA).

Pair of Lester wheels from 1984 R100. Dual disc front and drum rear, spines are decent. Rear is polished with newer paint and front is older paint without polish. \$500 for the pair or \$300 each. Pics on request. Contact Greg (615) 542-5841 (TN).



Thousands of hard to find parts for your classic BMW 1948 to 1995

Over 40 Tutorial Videos to Help You Restore & Maintain Your Vintage Airhead Hendersonville, NC

1 (828) 388-7902 www.boxer2valve.com

Airhead stud thread repair kit

Everything you need is included.

Detailed instructions, available online.



Fix it better than new new!

www.willcraft.co

303-519-8684

WILLCRAFT Boulder, Colorado

Since 1997
BOXERWORKS-SERVICE.COM

PHONE
706.310.0699

AFTER HOURS
706.614.4698

Specializing in AIRHEAD BMW Repairs. We SERVICE all BMW models. SIDECAR CONVERSIONS AND TECH SUPPORT. Custom FABRICATION, STAINLESS Lines, ADVENTURE RIDER Bikes
— Touratech — Gerbing — Epco
Parts Unlimited — Race Tech — Brown Sidestands

1461 GREENSBORO HWY WATKINSVILLE, GA 30677 OLD

NEW NAME, SAME GREAT SERVICE

Stender
MOTORCYCLE SERVICE
- Algoma, WI -

Specializing
in Airhead
BMW's

- ✓ Carbs
- ✓ Injectors
- ✓ Electrical
- ✓ Brakes
- ✓ Engine



920-559-9832 Howardstender@yahoo.com
Stendermotorcycleservice.com

We Do Clutches Right!

(and have for over 30 years)

"Airheads often complain of slippage after the installation of a new clutch disc. Sometimes the problem is a weak diaphragm spring (we can measure that) but in our experience, slippage is more often due to the fact that with wear and thermal cycling, the metal plates mating with the clutch disc become glazed, dished, warped or corrugated. Consequently, these surfaces do not make full contact resulting in rapid wear of the new clutch disc. The correct fix is to either replace the metal clutch plates at great cost, or have them machined. That's our specialty.

Once the metal plates are machined, a thicker clutch disc is required to compensate for the metal removed. We can re-face your stock clutch disc with superior materials to the exact thickness necessary to compensate for the machining.

So send us any post 1970 R60, R75, R80, R90 or R100 clutch assembly, we'll measure every part, tell you what's required and how much it will cost (normally around \$200.) Our turn-around time is about a week, and I guarantee our work." **Dan Levine, owner**

Southland Clutch

101 E. 18th St., National City, CA 91950
Ph: 619 477-2105 or Dan@SouthlandClutch.com

Cozy Wrist Warmers

Soft Polar Fleece Tubes
Keep the chill out for those early and late rides.



www.dwapickle.com



Safety Straps for your tired Krausers! Make sure your bags stay on and your stuff stays in!

Tel. 845 464-5695

Motorcycle gear for the travel enthusiast



OVERSEAS SPEEDOMETER & INSTRUMENT SERVICE

Airheads & K Bikes

(512) 329-8200

Austin, Texas

www.speedometer.com



Airmarshals Directory

State	Region	First Name	Last Name	City	Country	Phone	Email
AK	R2	Robert	Coleman	Fairbanks	USA	907-978-6715	ak04dux@acsalaska.net
AL	R5	Rick	Jones	Southside	USA	256-442-8886	motoelect@mindspring.com
AR	R5	Brian	Culpepper	Fayetteville	USA	479-601-7525	curlpepper@gmail.com
AZ	R1	Dave	Alquist	Tonto Basin	USA	480-338-7605	bmw_dave@hotmail.com
CA-C	R1	John	Covington	Fullerton	USA	714-992-6921	jwcov@yahoo.com
CA-N	R1	Ran	Bush	Richmond	USA	510-525-8156	ranbush@gmail.com
CA-S	R1	Gary	Jackson	San Diego	USA	619-559-0108	socalairmarshal@gmail.com
CO	R2	Dick	Paschen	Centennial	USA	303-721-6993	chief_whogas@yahoo.com
CT	R4	Greg	Sproule	New Fairfield	USA	203-648-6704	gregsproule1@gmail.com
DE	R4	Chris	Daring	Townsend	USA	302-753-9125	cdaring69@gmail.com
FL	R5	John	Glazebrook	Tampa	USA	813-932-6810	jglazeb1@verizon.net
*GA	R5	Duck	Koch	Oglethorpe	USA	912-663-3469	duck@vintagemotorsllc.com
HI	R1	Lloyd	Cabral	Keaau	USA	808-966-7782	kh6lc@hotmail.com
IA	R3	Tina	McCullough	Indianola	USA	515-707-0976	tina.mccullough05@gmail.com
ID	R2	Todd	Millican	Caldwell	USA	208-697-1976	brittsandbeemers@gscwireless.net
IL	R3	James	Strickland	Washington	USA	309-251-0877	woodsteel1@gmail.com
IN	R3	Donald	Beverage	Crown Point	USA	219-306-1899	dbeverager69s@yahoo.com
KS	R2	Calep	Howard	Lawrence	USA	913-961-3969	ksairmarshal@gmail.com
LA	R5	Edward	Dieck	Mandeville	USA	985-264-0132	edmodewey@yahoo.com
MA	R4	Tim	Hille	Stow	USA	978-897-6809	maairhead@gmail.com
MD	R4	William	Andalora	Westminster	USA	410-596-0812	willandalora@live.com
ME	R4	Nik	Rende	Augusta	USA	207-458-4583	MaineAM2@gmail.com
MI	R3	David	Strauss	Chelsea	USA	734-646-7336	lore724@aol.com
MN	R3	Curtis	Henry	Minnetonka	USA	952-843-3349	curtisleeHenry53@gmail.com
MO	R3	Joe	Brinkmann	St. Louis	USA	314-645-2116	jbrinkmann@trivers.com
MS	R5	Max	Dean	Union	USA	601-938-2363	madmaxdean2003@yahoo.com
MT	R2	Vacant					
NC	R5	Brent	Hollowell	Ferguson	USA	336-973-3911	brent.hcmc@gmail.com
ND	R2	Lee	Hofsommer	Fargo	USA	701-237-5124	lahofsommer@gmail.com
NE	R2	Michael	Quinn	Omaha	USA	402-681-1447	quinnie54@cox.net
NH	R4	Jack	Shields	Penacook	USA	603-731-0658	jack-shields@comcast.net
NJ	R4	William	Dudley	Jackson	USA	732-905-9063	r90s-rider@casano.com
NM	R2	Tim	Roberts	Albuquerque	USA	505-228-0663	mojo-airhead@comcast.net
NV	R1	Ernie	Baragar	Reno	USA	775-219-8881	Ernie.Baragar@Gmail.com
NY	R4	Siouxzanne	Harris	Saugerties	USA	845-464-5695	siouxzyque@gmail.com
OH	R3	Sam	Booth	Athens	USA	740-590-5573	samrbooth@yahoo.com
OK	R2	John	Marshall	El Reno	USA	405-274-6621	newzhack@gmail.com
OR	R2	Garry	Newby	Portland	USA	503-720-4948	oram44@gmail.com
PA	R4	Rob	Price	Holland	USA	267-568-0801	paairhead@gmail.com
RI	R4	Charles	DuVall	Adamsville	USA	518-744-6786	ceduvall2@gmail.com
SC	R5	Jim	Zellmer	Simpsonville	USA	864-477-8825	jim@aka0vsl.com
SD	R2	Jeff	Ecker	Hot Springs	USA	678-622-1089	hodakajeff@yahoo.com
TN	R5	Greg	Sample	Murfreesboro	USA	615-542-5841	greg.sample@yahoo.com
TX	R2	Michael	Moon	Fort Worth	USA	817-996-6067	mmoon1948@aol.com
UT	R1	DeVern	Gerber	Nibley	USA	435-757-7253	ABCairmarshal4UT@gmail.com
VA	R5	Charlie	Smith	Abingdon	USA	276-628-3251	bmwcharlie@embarqmail.com
VT	R4	Mark	Steinhoff	Williston	USA	802-238-8958	markfsteinhoff@gmail.com
WA	R2	Dan	Muir	Silverdale	USA	360-930-5093	djmuir22152@yahoo.com
WI	R3	Randy	Boris	Manitowoc	USA	920-323-7951	randybeemer@comcast.net
WV	R4	Ronny	Gasparine	Colliers	USA	321-362-3742	unclehozo@juno.com
WY	R2	Dwight	Small	Laramie	USA	970-214-2610	dwight.a.small@gmail.com
NSW	R1	Vacant					
AB	R3	Alastair	MacLean	Lethbridge	Canada	403-329-6284	alandale@telusplanet.net
BC	R3	George	Dimion	Armstrong	Canada	250-540-3355	bcairmarshall@gmail.com
NL	R3	Mike	Buhler	New Melbourne	Canada	709-691-7433	mbuhler@mac.com
ON	R3	Gerald	Priestley	Eganville	Canada	613-628-1836	wecm31@hotmail.com
EN	R4	Vacant					

*Bold indicates board member

Join the Airheads



Club Canons

1. **Airheads** ride Beemers with air-cooled heads
2. **Airheads** believe that the simplest engineering solutions are best
3. **Airheads** appreciate function over form, fact over fiction
4. **Airheads** regard money as a tool, not a status symbol
5. **Airheads** are earthy people who like to camp
6. **Airheads** maintain their own motorcycles
7. **Airheads** don't take themselves, religion, or life too seriously
8. **Airheads** like to share time, knowledge, parts, and camaraderie with other airheads

To join, you must own or co-own an airhead BMW, agree with most of the club canons, and send your information along with your dues to the address above. Dues are \$30/year (for 12 issues), \$37 in Canada and Mexico, \$55 elsewhere. Expect your first issue in 4 - 6 weeks. Please make all checks/money orders payable in US funds to the Airheads Beemer Club. Visa and MasterCard may be used. Secure credit card processing is also available at airheads.org for new and renewing members. Members

will find their ABC# and dAIREctory status next to their address on the mailing label of *Airmail*.

Want to give a gift of a membership to someone? Enter the person's name, address, and other information to the form on the right. Write "Gift" on the form and mail it in with your check to the membership team at the P.O. Box above.

Memberships can also be ordered from the Airstore along with Airstore merchandise.



Fill out the form below and mail to: ABC Membership Team
PO Box 8345 · St. Louis, MO 63132



You can also securely join (or renew with) the Airheads at airheads.org/product/abc-club-membership

Name _____ Year/model airhead owned _____

Address _____ ABC number (renewals only) _____

City _____ State _____ Zip _____

Country _____

Phone _____

E-mail _____

Visa/MC # _____

Exp. date _____ CVV _____

dAIREctory
Want to be included in the dAIREctory? Yes No
If yes: printed only web only printed and web

dAIREctory assistance offered:

T-truck or trailer B-bed C-campsite
 S-shop and/or tools available P-parts available
 M-meet-up for camaraderie
 N-none of the above



ABC MEMBERSHIP
PO BOX 8345
ST LOUIS, MO 63132

ADDRESS SERVICE REQUESTED

Show your support of the Airheads
with official ABC merchandise from the

AirStore

Visit airheads.org/airstore to
order your Airheads gear today!

