

# Airmail



Recycling the Legendary Motorcycles of Germany since 1991

October 2023





# What's Inside October 2023



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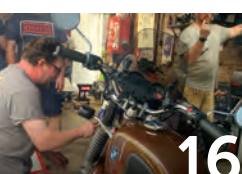
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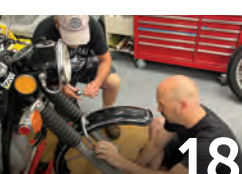
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**Airmail**  
October 2023  
Volume 31 Number 10

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

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Cover photo by Celia Williams





## From the Top

Chris Parker

Editor-in-Chief

editor@airheads.org

A week ago I was in beautiful West Virginia for the BMW Riders Association's National Rally. While up there, reporting and taking photos for two magazines, I saw an amazing assemblage of airheads all over the Canaan Valley Resort and Conference Center. About the only thing that outnumbered them were the deer. I was impressed with the turnout of Airheads at AirCentral near the primitive camping area, holding true to form with opting to tent camp in greater numbers than most groups there.

Roaming around, pointing the lens upon Type 247 after Type 247, a nostalgic feeling came upon me, remembering two years ago the statement from Chairman Duck: "We are a club devoted to a bike that has not been made in almost 30 years." And yet, here were a row of them in front of AirCentral.

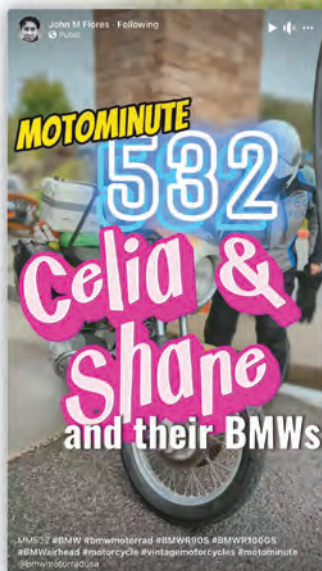
Even former *On The Level* Editor-in-Chief John Flores managed to do a TikTok video of Celia and Shane Williams on their respective bikes out front of the main lodge. Lisa and I enjoyed hanging with them at the closing ceremonies Saturday night and to get to know them better.

Events like this are why I enjoy doing what I do... working on *Airmail* is a treat, but actually getting to meet the "end user" of the magazine is fantastic. I spoke briefly at the annual RA-based member's meeting with Duck, Curt and Tim giving updates on the club to those in attendance. I reiterated that the aim of the magazine is to be the voice of the club members. As was pointed out to those there, the club's membership is up since the start of the year and I hope that it continues.

Speaking of members, a new feature that is being considered as a regular section of the magazine is a member profile. In each month, the goal is to give a page to an Airhead. We are currently working out the details and what this looks like, but expect it in the coming months.

My next opportunity to meet more of you will be Barber Vintage Days and the first ever BMW Motorrad Days Americas in about two weeks. I hope to see you there.

Chris







## From the Board

Duck Koch

Chairman of the Board

Georgia Airmarshal Director, Region 5

ABC 2059

### Board of Directors Meeting at the BMWMOA National Rally Airheads Beemer Club, Inc.

August 23, 2023

*Called to order at 7:30 p.m. EDT*

*Attendees: Duck Koch, Ernie*

*Baragar, Curt Henry, Calep*

*Howard, Tim Hille*

Added agenda and items approval  
of agenda:

- 1. RA National Update:** Tent rental has been secured. Coordination between WV Airmarshal, Ronnie G. and Region 5 Director, Duck K. for providing tables, chairs, cooking utensils, etc. and transporting same to rally site.
- 2. Bylaw Committee Update:** At this time four of the five committee members have been selected. Region 1: Ran Bush, Region 2: Scott Webster, Region 3: Don Beverage, Region 4: Open, Region 5: David Cushing. There were a couple of members from Region 4 interested in sitting on the committee. Tim H. will reach out and see if they are still considering this.
- 3. Cost of Professional Photos for AirStore in Airmail:** Ernie B. spoke with Chris Parker of Roadwolf Design and there will be no additional cost for Chris to photograph the AirStore merchandise.
- 4. Airmarshal vacancies:** The Board reviewed the open Airmarshal positions in MT, NM, WA, NSW, and England. For the time being where a state has no Airmarshal the Director for the region will be listed as a contact. This will also assist in the monthly membership list mailings. The Board received the resignation of David Strauss of Michigan and the Bio from Andrew Dow for the position. Duck K. made the motion to accept Dave's resignation and also Andrew's application for Michigan Airmarshal. Curt H. seconded. Motion carried unanimously. Chairman will notify Dave and Andrew.
- 5. Financial Report:** Tim H. presented an informal financial report for review and discussion. At the current time the club is overspending at an unsustainable rate. The increase in dues has not been fully realized, that will take up to a year depending on whether members paid for one or two years at their last renewal. The full annual value of the dues increase will cover about one third of the current shortfall in the next twelve months. There were some one-time expenditures that are included in this shortfall which should not be repeated. One was the dAIrectory. Discussion of the value of the dAIrectory to members and advertisers. A poll of members was suggested.

In addition to explore options of an electronic version which members could print and/or an app which could replace the printed version. The cost to produce and mail the printed copy of the *Airmail* has gone down from 105% of the dues collected to 85% of member's dues (\$32.42 of \$38). The annual increase of editorial services is \$3000 total. The club now pays one fee to the contractor instead of a salary and ancillary services to produce the magazine. Postage has increased as anticipated; up 23% in the last year. In total the cost for the print issue has gone from \$1.24 each issue in 2022 to \$1.54 per issue in 2023. Noted that we went from a 22 page magazine in 2022 to a 32 page publication in 2023. The 32 page printings are an industry standard based on paper sheets and reducing the magazine to 24 pages again would only reduce costs fractionally according to the publisher.

- 6. Membership Stats:** In February 2023 there were 2498 members. Of these 2303 received the printed issue in the U.S. No digital subscribers. 145 were sent internationally and 50 went to Airmarshals. In August of 2023 there were 2619 members. Of this 2350 received the printed issue in the U.S. 63 members received a digital issue, 130 were sent to international members and





50 went to Airmarshals. It appears, without verification, that the digital subscription is appealing to international members due to reduced cost and more timely delivery.

The Board has been tasked to explore expense reduction and income production and bring

those ideas to the September 2023 meeting.

Adjourned at 8:35 EDT.

Respectfully submitted,

Duck Koch  
Chairman of the Board

Addendum to last month's board

minutes by Duck:

*I wait until the 15th of the month to capture all the members that have sent renewals by check. After I complete my processing, the mailing list is ready for the printer. Everyone who gets a check in by the 15th is always added to the mailing list for next Airmail mailing.*

- Rich Koch

## Special Board Member Election

Dear Airmarshals,

Our Board of Directors consists of one Airmarshal from each of the five regions. The Board representative from Region 2, Calep Howard, has resigned as a board member. This leaves a vacancy in representation for that region. While the Board still has a quorum, an Airmarshal from Region 2 needs to be elected by Airmarshals to fill this vacancy. This term will run until the 2025 election cycle.

We are asking Airmarshals from Region 2 who are interested in working with the Board to submit a bio and position statement of no more than 300 words to the Board, just as you did for your position as state Airmarshal. If you have previously submitted a bio and position paper please do so again. We would

like this to be received by the Board as soon as possible but no later than October 9, 2023. The election will be held using Survey Monkey per the usual method with the end date for voting being October 24, 2023. Results will be announced at the Board meeting which will be held on October 25, 2023. This is a week later than the regular meeting to accommodate the election.

Keep in mind that there are regular monthly meetings, occasional called meetings, and the expectation that you will be active and visible in your region for your members. Meetings are held using Google Meet. This is a video-communication service provided by Google. You will be expected to have a camera and microphone ready computer to participate in the meetings.

If you have questions regarding directorship, or anything pertaining to the Board and the role it has in the ABC, please contact all of the Board members at [bod@airheads.org](mailto:bod@airheads.org). A review of the Club Articles of Incorporation and the By-laws may be helpful too.

### In summary:

**Bios and Position paper by**

**October 9, 2023**

**Voting ends October 24, 2023**

**Results announced October 25, 2023**

Thank you for your service to the club.

Yours,  
Duck Koch  
ABC 2059  
Georgia Airmarshal  
Director, Region 5  
Chairman of the Board  
Airheads Beemer Club, Inc.

Listen to the September 22, 2023 Podcast for an interview with Duck Koch, Airheads Chairman of the Board



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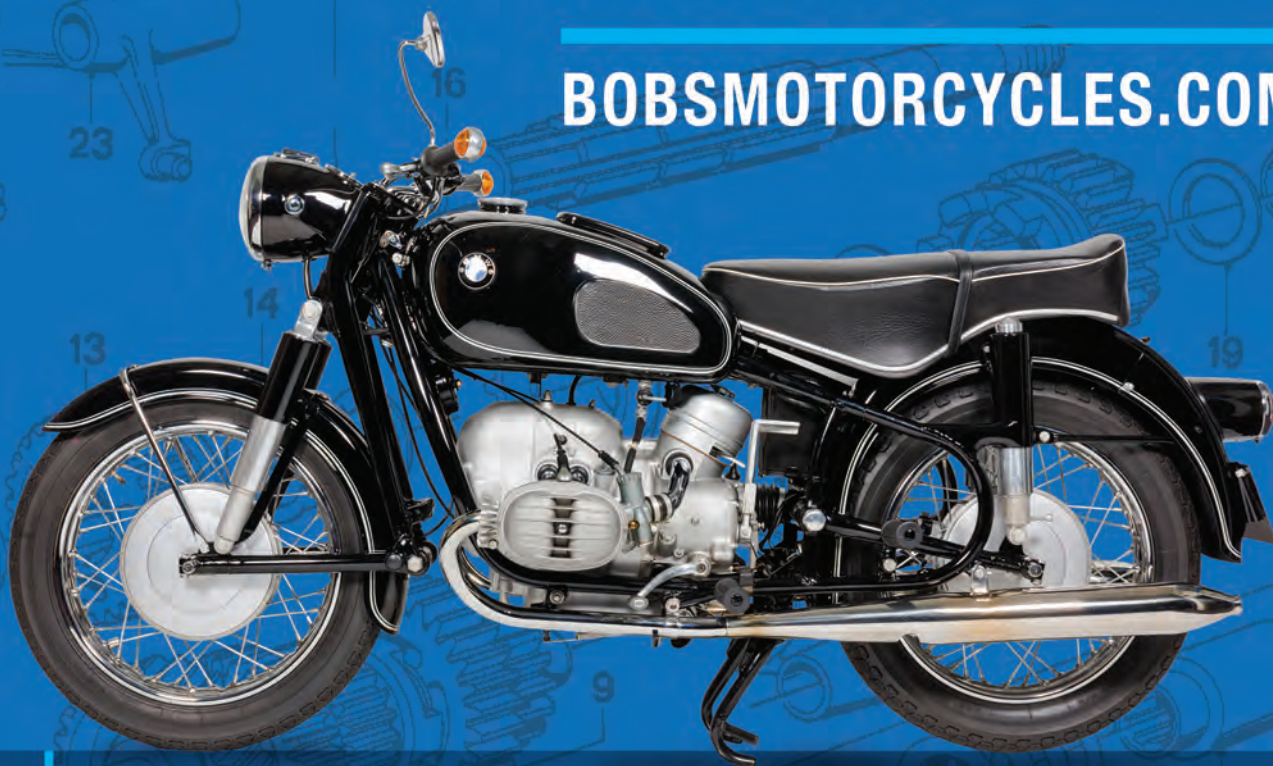






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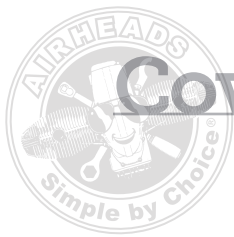
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# Scout and Drifter Homecoming

Celia Williams · ABC #15667

**M**any a journey has started with the perfect Airhead. Imagine having two! And so begins the adventures of Scout and Drifter, two BMW R80ST motorcycles. The R80ST motorcycle is a good choice for a journey in Europe; modern enough to take the modern highways and ancient byways in stride, yet simple enough to maintain and repair yourself. Both Scout and Drifter came to our stable courtesy of the Airheads Beemer Club network. They were fine bikes to ride here in the US and we could easily imagine them traveling through Europe.

Time for preparations to make them ready for the strasse! Both bikes were gone through and a complete set of spares was obtained from the many vendors that are listed in the *Airmail*. It takes a community to keep these bikes sorted and we were glad to have the expertise of club members to accomplish this. Scout is a 1984, stock with metallic silver paint. Drifter is a 1983, has a 1000cc kit and is a combination of body parts painted a blue color that matches my eyes. The lifts were busy in our garage as both bikes got fork rebuilds, new discs and brake pads, replacement shocks,

splines greased, batteries, tires and full fluid servicing. Drifter got a replacement tank and all body parts painted in the carport with a Harbor Freight gun. Added to both bikes were LED Moto Lights on the front forks. After quite a few shake down runs, they were ready to go!

It was early March of 2021 and Stefan Knopf was ready to receive the bikes for shipment to Germany. To ship the bikes, we disconnected the batteries, closed the petcocks, and then plugged the fuel lines to the dry carbs. Petrol tanks were a fourth full of non-ethanol with a bit of stabilizer added. The standard tool kits were complete in each bike. We packed some personal gear in our panniers with double labels on everything. We did *not* pack parts or special tools as there would be trouble with customs on importing them into Germany. Parts and tools we would pack in our luggage on the first trip over. We dropped off Scout and Drifter with Stefan Knopf in Orlando, March of 2021, never dreaming we would not see them for another year as Covid variants made travel to Germany difficult.

Scout and Drifter were loaded into Stefan Knopf's container for shipping using dollies that he has

created. Both bikes were fine on the rollicking seas and arrived safely in Germany where Stefan offloaded the container at his place in Heidelberg, Germany. For details on his shipping and contact information reference Stefan's website at [knopftours.com](http://knopftours.com). At last, Scout and Drifter have returned to their home country where they now reside safely at Knopf Tours in Heidelberg.

Packing for the inaugural trip was in order. Creating a comprehensive spares and tool kit are key to making sure you never have to use them! Part of the strategy with Scout and Drifter is the similarity of the bikes for parts and tools needed. The tools in the stock kit with the bike can be helpful, but it is best to carry quite a few more "special" tools that make the job easier. Keep track of the ones you really like in your garage and those are probably the tools you want when you are far from home. Many of our spare parts were already working parts that we took off the bikes and installed new "spares". Plus you always need lengths of wire, fuel line, electrical tape, the infamous duct tape, and a good flashlight. Harbor freight sells small volt meters that pack well, remembering to remove the 9V battery.





Top: Scout undergoing repairs in the garage prior to shipping to Germany

Above middle: Scout and Drifter's last day at home in Merritt Island before the big trip to Germany

Above: Scout handle bars with SPOT tracker and Garmin mounted ready for travel

Left: Scout getting loaded into the Stefan Knopf shipping container

# Cover Story



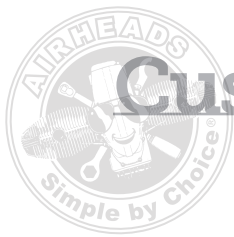
Airlines change their rules on what can be packed, so check the rules before you pack a jump box.

With travel put on Covid hold, there was plenty of time to dream about places to go. Route planning is fun with paper maps, which are now bought online. We like the fold out Michelin maps which pack well in a zip lock. We also have Motorcycle Garmin units (Zumo 396) that are wired for power directly to the bike battery. Most of our bikes have mounts for Garmins and we just switch the unit to the bike we are using. The Garmins also needed the European maps installed which were downloaded directly from the Garmin site onto the unit. There is a learning curve with these Garmin units, so it was good to have time here in the US to figure out some of the settings. Despite having the same settings on both units, they don't always give the same directions! Usually we use a combination of paper maps, Garmin units and google maps on our phones to route our day.

Another travel toy that we use is a SPOT tracker. This is a battery powered unit that you can carry on your person that uses satellites to track where you are. It also has an emergency SOS feature that you can activate that will supposedly send help your way. In Europe this will probably work, but I would not bet on it in other out of the way places. At the end of the day you can bring up the map and see where your bike has taken you. Again, like many electronic gizmos, a SPOT tracker takes some education to use its features.

Fast forward to July 2022 and we were at last ready to fly to Germany and make tracks with Scout and Drifter! [A](#)





## Testing and Tuning the Bronze Bobber

### Bringing back to life a 1977 BMW R100/7 - Part Six

Zack Witkowski · ABC #16391

*In the March, April, June, July and August 2023 issues of Airmail, both Matt Ring and Zack Witkowski of Black Wolf Touring and Custom have given us insight into bringing back a previously failed customization of Matt's bike. In this installment, Zack gives us a next to final update on Matt's bike, wrapping up in the next issue of Airmail in November.*

**H**ello again Airheads! Here we are in the final touches and the start of testing, tuning, adjustments, and gremlin removal on the Bronze Bobber. We are getting close to the end of this project.

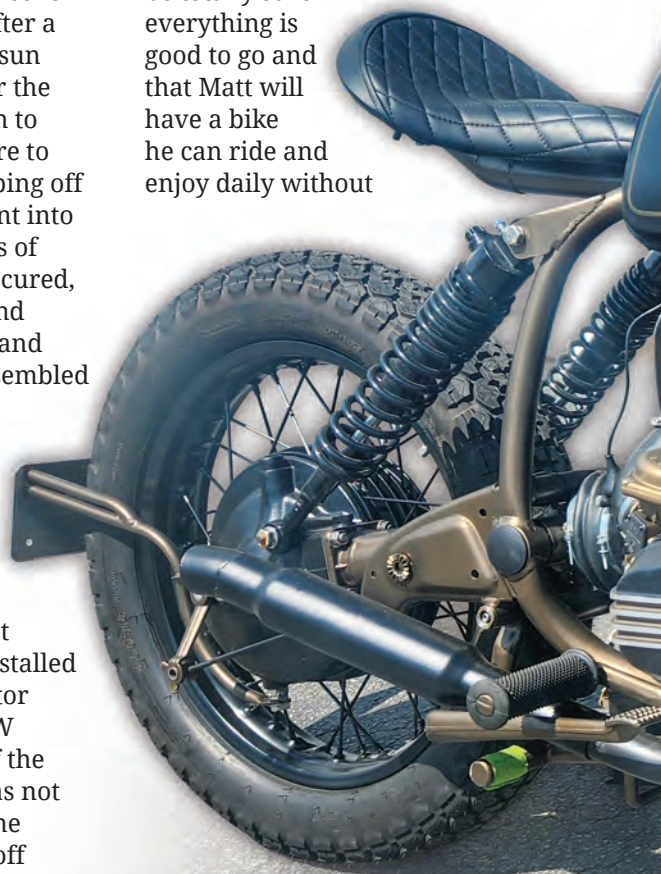
Last I left off, we were headed to take care of the wheel appearance. Matt and I went back and forth on whether to go with black rims and black hubs with stainless spokes or go full black. Matt was firm on full black, and I was firm on stainless spokes. I felt the contrast of stainless spokes would be a great touch, but being it is Matt's bike, we went with all blacked out and I am happy we did. It was the right call on his part and looks better than I thought it would. I started with full disassembly and cleaning of the wheels first with hot water and

degreaser, then with a light acid wheel cleaner and lots of scrubbing to fully remove any contamination and give a good etched surface for the \$2K paint to bite into. After a good couple of hours in the sun air drying, I took a pass over the wheels with a propane torch to boil off any residual moisture to prevent the paint from popping off down the road and then went into laying down three nice coats of satin black. While the paint cured, I went ahead and cleaned and packed the wheel bearings, and once curing was done, reassembled everything. I ended up getting a little of the stainless contrast I was going for with the fasteners that hold everything together so, both Matt and I got our visions with the wheels.

For a little further contrast and detail, I polished and installed the factory front fork reflector housings but put in the BMW pannier emblems instead of the amber reflectors. Amber was not going to look good against the bronze fork legs. I finished off the front end with the rebuilt and refinished brake caliper and new pads, new hose, and pipes and went ahead and vacuum-bled the

whole system, all good to go on braking now.

We are now in run testing and adjusting and tuning as needed. During testing, I found the bike ran quite well on choke but had some popping while holding RPM up on the throttle when off of choke. After a little bit of chatting with Don B. and Dave F., we determined and verified high resistance of the ignition coils, so I ordered a new set and popped them in along with new plug wires, and now we have no more popping on the throttle. Road tests are next, followed by multiple checks and rechecks to be totally sure everything is good to go and that Matt will have a bike he can ride and enjoy daily without





# Custom Build



Left: Matt's insistence on full black rims and spokes turned out beautifully.

Below right: Close up of my Black Wolf Touring and Custom logo plate on the frame

Below: The Bronze Bobber is its current state, almost ready to be delivered to Matt after last minute fine-tuning.

having to worry about anything. The next time you read about the Bronze Bobber project will be the final delivery and sign-off down at Matt's house in Indianapolis.

I will have the final entry of this entire story in one of the next couple of issues of *Airmail*. Ride on and ride safe everyone! **A**







## Right Back Where I Started From

Don Bartletti · ABC #12295 · donbartlettphotography.com

I'm 75. My bike is 46. The bridge is pushing 100 years. Read to the end, and they'll all add up. Here on the edge of my San Diego County, California hometown, the 1920's-era "Bonsall Bridge" over the San Luis Rey River was closed to car and truck traffic in 1990 when a wider bridge opened nearby. Now the historical landmark is accessible only to hikers, birdwatchers, horses, stargazers, lovers, and bikes. "Bikes?" Perfect!

My beloved 1977 R100/7 is my first and only BMW. I've taken real good care of her, and she's carried me over this bridge and way, way beyond: more than 147,000 miles since I bought her new.

In 1964, before I ever rode a motorcycle and I was only 16, it was on this same bridge where I learned to drive a Volkswagen Beetle as a sophomore in high school driver's education class. Navigating the no-shoulders, alley-narrow death chute in the

school's featherweight car brought trepidation to every student who peered over the steering wheel. If a big fat truck came the other way, our teacher, Mr. Mongoven kept a steady hand at the ready so we wouldn't get blown into the concrete railing. I white-knuckled safely past every challenge, passed the class, and got my California driver's license. My first registered vehicle in 11th grade was a Honda 305 Scrambler.

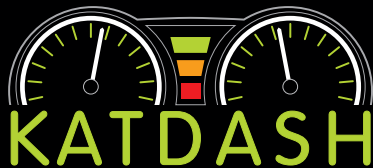
59 years later, I'm back where I started to mark another milestone in my 75-year trip through life. I'm paused here for a selfie to commemorate a differed-maintenance, new parts test ride. It's my first bike ride in several months since a three-piece, hi-tech, titanium and polymer mechanical device was installed to replace my achingly worn right knee joint.

Both the old bike and the new knee performed flawlessly. Wow! I feel young again! **A**





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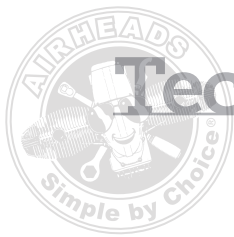
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Fri. and Sat. - 11 a.m. to 5 p.m.

CLOSED WEDNESDAY





# Crossing State Lines Tech Day

Joe Brinkmann · ABC #8301

I've known the Westcotts for years. Rich and his son Tom are regular attendees at the St. Louis area Vintage Bike Nights and European motorcycle club events. Over the years I have let them know about Airheads events in Missouri, and even though they live in Illinois (where there are a lot of Airhead events) they have gravitated toward events on our side of the river.

A couple years ago I mentioned to Tom that I was hoping to find a place to do a tech day in the greater St. Louis area, as we had lost a regular host when our friend Dick Fuller passed away too soon. Tom said he would like give it a go. Shortly after that I visited his shop to talk more about it and realized he had a great place to host us. The Westcotts have a lot of projects, from bikes to hot rods, so they bought a former light industrial building in their hometown and turned it into one of the best personal shops I've ever seen. There's a lot of space and some great things to see when you visit. I reached out to my friend and fellow Airmarshal from Illinois, Jim Strickland, and with his approval we set a date and started getting the word out.

There's not a lot of room to camp around the shop, so the tech day was planned to be a one-day event.

The crowd wasn't big by mid-west tech day standards, but we all met some new people and caught up with some others. Everyone was glad there was something going on in this area. Zenon Duda had been a member in Missouri for some time, but I hadn't met him. He rode over on a recently acquired R75/7 that needed a little work and Brad Wernecke showed up with an engine that he wanted to disassemble. Other than that, it was more conversation than work, but that was ok with everyone. Tom's wife brought us lunch from a local sandwich shop and we all enjoyed the afternoon before riding home. I know I speak for everyone that showed up when I say I hope the Westcotts will host us again soon. **A**







Top left: The Westcotts' collection of Airheads, which were passed down by Rich's dad, Dave "Too Tall" Westcott and restored by Rich and Tom

Top right: Zenon Duda carefully puts the finishing touches on a new fork stop for his R75/7

Middle left: Some of Tom's other projects, a 39 Ford and a 53 Dodge, and a few airheads that rode in for the day

Above: A welcome decoration to any shop, the Airhead Flag

Far left: George Cule, Paul Schonlau and Tom help Brad Wernecke take the crankshaft out of a long expired R75 engine

Left: Tom trying to explain to Jeff Hudson and John Simmons why anyone would want to ride a Shovelhead chopper with no rear suspension





Tech Day

# Crown Point 2023

Joel Brumley · ABC #13637

**D**on Beverage's 20th Crown Point, Indiana Tech Event was drenched with some of the country's finest Airheads, and more than a few raindrops.

There was a mild Pennsylvania theme as swag was shared from the Pennsylvania Airheads and a Pennsylvania beer.

Over the past decade, the tech weekend's "official sign-in sheet" has been labeled as "sponsored by Yuengling Traditional Lager, America's Oldest Brewery." The sponsorship has been short on actual sponsorship, so it was time that Yuengling came through with some t-shirts and koozies. It was also time for the Pennsylvania Airmarshal to come through with some giveaway t-shirts.

We even had actual Pennsylvania people in attendance. But don't think this was all about them. Because it was all about *all of us!* We had the Tennessee Airmarshal. We also had the Iowa Airmarshal (and the guy who is always with her - probably a body guard). And the Spotted Cow brews were not just imported by some Northern Illinoisian (who we also had in abundance), but hand delivered by an actual Wisconsinite. Let us not forget the Ohioans and Michiganders, the Alabaman, and the Marylander.

Now comes the part of the article where you wonder, "when does the geography lesson end and you reveal the wrenching miracles that occurred?" And as always I reply,

"right now."

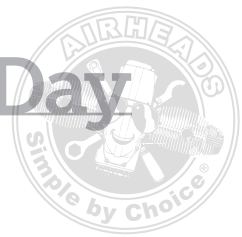
Thankfully, nobody laid down a challenge for Don Beverage to revive an airhead that was recovered from an archaeological dig. But there was at least one bike that looked like a relic from the Jurassic age. But of course it was running before the weekend was over.

Then there was Mike Stock, our favorite Airhead in charge of the Michigan Mini Rally who was on hand getting his 1976 R75/6 in pristine condition. There was his assistant - our favorite Airhead in charge of the gorgeous giveaway bike at the BMW MOA National Rally - Zack Witkowski.

Finally making a return since being featured on the November 2019 *Airmail* cover was every-



# Tech Day



body's favorite Airhead engraver – Jonathan Quill. Zack also assisted on the rear main seal and oil pump seal refresh of Jonathan's bike and it was done in record time.

Roger Diederich, our all-around favorite airhead had the brakes bled on his 1978 R100S to the point where leakage was found and the project was put on hold for another tech day.

Pretty much all your favorite Airheads were there. A few were not - you know who you are. We're trying not to

hold a grudge, but you'd better be there next year.

Saturday lunch was with usual (see every past article), but with a BMW logo birthday cake for this 20th tech event. Saturday evening crescendoed with several pizzas on the lift, and everyone gathering around for the traditional group/pizza photo.

The whole thing was too short, as always. Now the wait begins for next year. [A](#)



Top: Don Beverage adjusts carbs as Jim Fousek looks on

Middle left: Zack Witkowsky helps Mike Stock with his 1976 R75/6

Middle right: Chris "Cookie Monster" Biddlecombe making minor adjustments to his '78 R100RS

Left: Mystery Man placing his tools back under the seat of his R100S.

Inset: Tech Day Anniversary Cake by Bobby Severa's wife

Opposite page: "Hand of Airhead" by Greg Ceurvorst







## Kerr Lake Tech Day

Tex Long · ABC #17056

The day began early for me and Scott Binford, my Assistant Airmarshal. A couple days earlier, at a meetup with Ted and Donna Holtaway, the hosts of the Kerr Lake Tech Day, we agreed to open up Ted's shop at 8:00 a.m. instead of the 10:00 a.m. time originally posted. The daytime temperatures were expected to be pretty high in Ted's town of Bull-ock, North Carolina, so we gave all our members the option to show up a couple hours early, while it was still a bit cooler.

I met up with Scott around 6:30 a.m. at a gas station (that wasn't even open yet) just North of Raleigh. We spent a few moments trying to pair up our Sena's, to no avail. Oh, well, we'd have to travel old-school style, talking briefly at stop lights and using hand signals to communicate.

We took Route 96 most of the way up to Ted's and it was a beautiful ride. Comparatively cool, very little traffic and lots of sweepers with a few curves thrown in to keep us on our toes.

We made good time and arrived at Ted's fifteen minutes earlier than we had planned. Good start to the day. There were already a few people there. Ted and Donna's cousin Richie, an ABC member in New Jersey, had read about this Tech Day right here in the Airmail and wanted to attend. So he and his gal, Karen, headed South to help out and be part of the festivities.

Also, Bennett Wynne and his son Andy had ridden up the night before, since they were over two hours away. After a quick cooling dip in the refreshing waters of Kerr lake they decided, due to the persistent heat, that spreading their bed rolls out in the air conditioned workshop was a better option than their original plan of tent camping in Ted's spacious yard. Over cups of coffee, pastries and some little nut/seed bites, we chatted and got to know one another.

Ted had moved his fleet of bikes into his garage so his shop would be cleared out to accept the bikes that were scheduled to be worked on. Ted has a great shop with a lift, a whole bunch of general tools, quite a few airhead specific tools, a couple of big milling machines and then there was the shop-built specialty items that, Ted had discovered along the way, made certain jobs quite a bit easier and more efficient. Things like the overhead jig he created to hold the headlight and instrument cluster when you pull the forks off a bike, or the stops that he made to







prevent the connecting rods from banging against the cylinder wall when you remove the pistons. Simple, yet very effective and well thought out items.

The next person to arrive was Scott Whitaker, who wanted to replace the pushrod seals on his 1973 R75/5. Ted immediately put his bike on the lift and started right in on the job, removing the valve covers, rotating the engine to TDC, pulling the heads then the cylinders as well.

A little while later, Norman Bramstedt pulled in with his 1972 R75/5, coming in for a fork rebuild and upgrade of springs. Norman arrived just at the right time for Ted to let Scott begin cleaning his heads and cylinders from the left side, and then was able to get Norman started on his job.

Before too long we were also joined by Dan Colli, who rode 140 miles to get the carbs on his 1967 R60/2 adjusted and synched up. Cliff Black came on up, to enjoy the Tech Day and offer us first dibs on a bunch of parts, mostly for a R100RS but he had some others



Top: Scott Whitaker checks the solidity of his R75/5 on the lift before beginning work

Middle left: Ted Holtaway and Richie Ziegler (foreground) work together to properly install the connecting rod into the piston on Scott Whitaker's R75/5

Middle right: Andy Wynne checks out the inner working of a boxer engine while the cylinder is off

Left: Ted Holtaway begins the process of stabilizing Norman Bramstedt's R75/5 in preparation for the fork rebuild

Opposite page: Bennet Wynne and his son, Andy Wynne, prepare to mount up for their extended journey to the Eastern side of North Carolina





# Tech Day

as well. I was able to score a new front fender for my 1978 R100/7 that I'll be working on soon. We also welcomed Andy Keaton who came to savor the smell of oil, gasoline and cleaning fluids and partake in the camaraderie of a bunch of riders.

We were fortunate in that all the jobs to be done had to be completed on both sides of the bikes. This way, Ted could demonstrate while instructing on one side, then the respective bike owner could repeat the process on the other side. Of course, Ted was there to answer any questions they had and make sure they didn't forget any steps.

Ted, himself, was like a whirling dervish the way he went from one job to the next and then back again. Everything was progressing nicely and just flowing right along. In fact, he was so quick that I didn't even see him go outside the shop to take care of Dan's carbs. Missed that one altogether!

Richie was also instrumental in helping out on all the jobs. With his knowledge and willingness to add an extra set of hands or pair of eyes, his assistance was invaluable for tasks we took on that day. He, too, flitted around from one side of the shop to the other, seemingly never stopping. Maybe the coffee had something to do with that?

Before we knew it, Donna and Karen told us to quickly find a good stopping point because lunch was waiting for us on some tables in the garage. Ted had spent the previous few days smoking and pulling pork for sandwiches which we had, along with coleslaw, baked beans, some pickled beans and peach cobbler for dessert. The food was quite delicious and much appreciated. Kudos go out to Donna and



Karen for making that part of the day slide smoothly along and fill our bellies with some much needed sustenance. We also got a chance, during that break, to paw through Cliff's parts and it looked like he left with quite a bit less than he arrived with, so that was a success, as well.

After our repast, we got back to the jobs at hand and, before long, Norman's bike was back together again with gently sliding forks and new springs. He packed up and got ready to go, but then stayed for a while longer and just enjoyed the company of other Airheads and maybe learned a thing or two about replacing the pushrod seals on his bike.

Shortly thereafter, Bennett and Andy mounted up to get on the road as they had a long ride to get back home that afternoon. Andy Keaton also took his leave around that same time frame and Cliff packed up his remaining parts, heading back to his place.

Scott's job took somewhat longer, to the point that those of that were left got the pleasure of going a second round on the food from lunch. Just as we completed Scott's bike and were sitting down to dinner, a massive thunderstorm rolled through, causing us to decide if we needed to stay the night or not. In the end, Scott Binford and I caught a break in the storm and were both



able to ride home without getting wet at all. Scott Whitaker chose to stay the night so he didn't have to drive at night *and* in the rain.

All in all, it was a great first Tech Day at Ted's place. Maybe a little smaller than others I've seen in Airmail, just ten wrenchers and two "support personnel" (Donna and Karen), but the jobs got done, some knowledge and learning were acquired and fun was had by all.

Now looking forward to the next Tech Day on the agenda! **A**

Top: Dan Colli's R60/2, awaiting Ted's expertise on the carb adjustment and synch

Above: Checking to ensure the fork tubes on Norman's R75/5 are parallel



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## Oregon Airheads Happenings

Katrina Nielsen · ABC #3281

**T**he Oregon Airheads stay busy all year (of course) but I thought I'd send a few pictures of what we've been up to lately.

In June several of us made the pilgrimage out to John Day, Oregon for the BMW Riders of Oregon Chief Joseph Rally. It's always great to get out into that beautiful country and ride those uncrowded roads even if we have not pulled together an Air Central at that gathering for several years.

In July Brett and Deb hosted a Tech Day at their lovely Tudor home in North Portland. As is often the case around here the emphasis was as much on food as it was on wrenching. Brett grilled burgers, brats and veggie patties as we munched salads, chips, donuts and cookies. All finished off with Brett's tasty home brew. We swapped some spark plugs Brett had hanging around into my R80 as they were better than the ones I had. We did a look over of some other bikes but did not get deep into anything that afternoon. It was pretty hot and the beer was darn good.

A couple weeks later Anthony organized a small camp out at Camp Sherman over by Sisters, Oregon. We had a wonderful weekend even in a slight drizzle some of the time. The camping under the Ponderosa pines is picture perfect; the pine needle duff makes for comfortable tent camping. We got fairly creative with camp food and of all things, camp fires were allowed! It has been a while since I have had the pleasure of sitting around a campfire here in the fire-prone West. So, you know, special bottles come out as the Kermit chairs pull up around the fire pit. And... Bruce brought the ingredients for S'mores. Yay! It's a great area for riding and fly fishing. We hope to do it again next year.

This past Sunday Rich McCullough, husband of the Iowa Air Marshall Tina McCullough, flew in to buy a GSPD from Oregon AM Garry Newby. Oregon Airheads are always ready to raise a pint for the team. Garry sent out the word and a group of us gathered at the Lucky Lab Brew Pub to pester Rich about all the roads







# Rendezvous



he must ride while he is here and when is he gonna bring Tina out here to meet us?

In three weeks we'll be gathering for our annual Barbour Memorial Fire Flight Rendezvous. Looks like we'll have a good turnout for that as well. **A**

Top: Oregon Airheads gathered to meet a visiting Airhead, Rich from Iowa, at the Lucky Labrador Brew Pub

Middle left: At the Camp Sherman camp out Shane enjoyed fly fishing and S'mores

Middle right: Anthony and ORAM Garry helped Katy with her R80, again. Old spark plugs were replaced with some pretty decent ones that Brett had laying around.

Below left: KC is riding again after being sidelined for months with a torn retina. He arrived at Brett's Tech Day in time for the food.

Below right: Riders have several great choices for day rides in John Day country. Katy and Joe stopped at this viewpoint and history marker just east of Prairie City.

Opposite page: A campfire in August is a rare treat in the fire prone western US. Telling stories around our fire are (clockwise from center right) Anthony, Shane, Joe, Jerome, Bruce and Brett.







## 1973 R75/5 Remove and Install New Swing Arm Bearings

Brook Reams · ABC #13836

**I**n a separate post on my website, I show the removal of the swing arm from the transmission and the rear drive from the swing arm. This is what I started from.

This tech article covers removal and replacement of the swing arm bearings and races (photo 1). I ordered the swing arm bearing removal tool and the following parts from Cycle Works in Kansas. There are other options for these specialty tools including offerings from Boxer2-Valve one of our sponsors on page 29 of this issue.

**31 41 2 000 331**

Swing arm dust seal, Qty (2)

**07 11 9 985 005**

Swing arm bearing, Qty (2)

Use a screwdriver to pop the sleeve out of the dust seal. It comes out very easily (photos 2 and 3).

Using the CycleWorks puller tool (see instructions that come with the tool, or more details on Brook's website). Insert the Allen wrench into the threaded rod. Then, place the heads of the six socket head screws on top of the rubber part of the dust seal and push down hard enough to deflect the rubber seal and tighten the center threaded rod. This pushes the 16mm bolt head under the heads of the six Allen head bolts spreading them outward under the edge of the dust seal. Keep tightening the center

threaded rod until you see all six Allen bolt heads are lodged under the lip of the dust seal (photos 4, 5 and 6).

Again, I put the cylinder, metal block, washer and nut onto the threaded rod and use the 17mm wrench to pull out the race.

On the shock side of the swing arm, there is a metal cap under the race to keep grease from filling up the hollow center section of the swing arm. Mine was stuck to the bottom of the race with hardened grease. Fish it out if it doesn't come out with the race.

The vertical lines you see on the inside of the race in the picture below are due to brinelling.

This is caused by the tapered roller bearings pounding against the race and deforming it. The rollers never fully rotate as the swing arm only moves up and down, so it doesn't rotate in a full circle. Eventually, the rollers indent the face of the race. I expected this due to the age and mileage of these bearings (photos 7 and 8).

Flip the swing arm over and repeat the process on the drive shaft side. There is no grease cover under the bearing race as the tube surrounding the drive shaft blocks any grease from entering the hollow center of the swing arm.

The shock side of the swing arm has a cover plate that retains grease but the drive shaft side does not. Here are the new parts in order of assembly, top to bottom,

inside to outside, with the drive shaft side parts on the left and the shock side on the right.

I started on the drive shaft side. I put the races in the freezer for an hour to shrink them. I put some engine oil on the outside of the race and use the Cycle Works aluminum block to drive the race into the opening keeping it parallel with the sides of the hole. The race wants to rock side-to-side when it starts, and I found tapping the sides of the race, going around the circumference with a soft mallet, helped seat it squarely in the hole before driving it in (photo 9).

Using the flat side of the aluminum block and a hammer, drive the race into the arm until it's flush with the top of the arm (photo 10).

Then, using the shorter side of the aluminum block, drive the race all the way into the arm until you hear it ringing indicating it is seated.

The cover plate is indented and goes into the bottom of the tube and the race sits on top of the plate on the raised edge (photo 11).

Just as you did on the drive shaft side race, use the flat side of the aluminum block to drive the race flush with the top of the arm and then use the short edge to drive the race deeper until it bottoms out on the top of the grease cover.

I use NLG2 EP (Extreme Pressure) red grease and hand packed it into the bearings. I didn't use my pinkie this time, but did wear my formal black gloves when I inserted the bearing into the race.

Next up, install the dust covers and sleeves. The swing arm pivot pin slides through the sleeve and then inside the bearing. I'll cover installing the swing arm pivot pin when I write up installing the



swing arm in the frame.

The sleeve goes under the rubber seal of the dust seal with the wider flat, or hat, of the sleeve against the face of the bearing. You can insert the sleeve after the dust seal is installed.

Use the flat side of the aluminum block and a gentle tap with a hammer to drive the dust seal in until it is flush with the top of the arm.

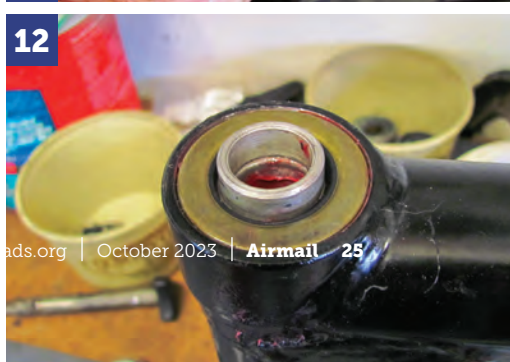
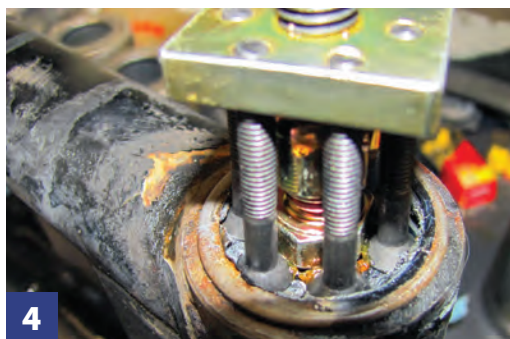
Then, push the sleeve through the rubber seal in the dust cap so it's centered in the dust seal and the hat is completely under the rubber seal. All done (photo 12).

With these collaborative tech articles adapted from Brook's blog, we hope to provide an overview of the tech topics, and with visuals, take some of the mystery out of it to give you the confidence to tackle these jobs yourself. We recommend that you utilize the full detailed post on Brook's site, and welcome feedback via the Head-to-Head section of *Airmail*. As always, a big thanks to Brook for sharing so freely his excellent content and commentary for these articles. [A](#)

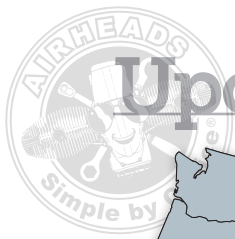
## Brook's Airhead Garage

[airheads.org/brooks-airhead-garage](https://airheads.org/brooks-airhead-garage)

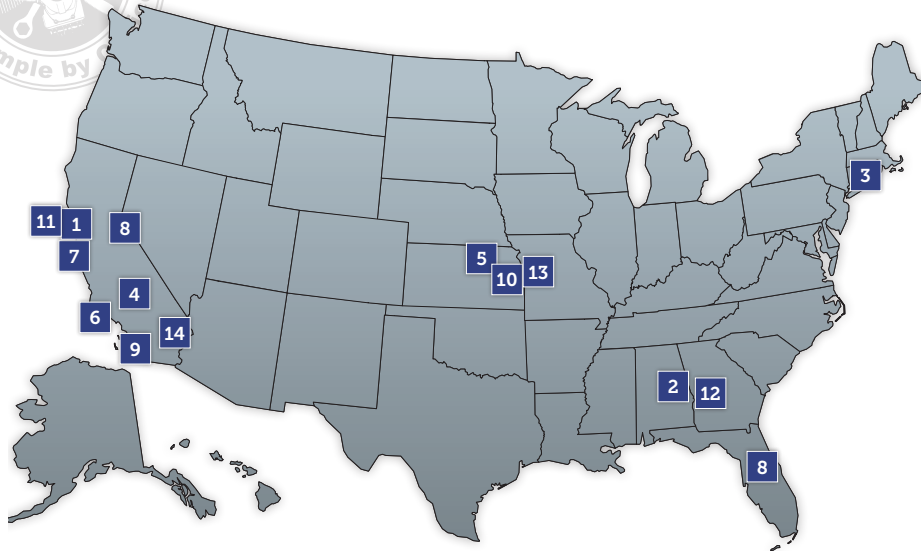
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# Upcoming Airhead Events



Check out [airheads.org/calendar](https://airheads.org/calendar) for complete and latest information on events.

## 1 Nor Cal East Bay Barley Therapy Oct 4 | Nov 1 | Dec 6 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 pandemic restrictions and we can change back to evenings. Sideshow is open from noon - 4 p.m.

**Address:** Sideshow Kitchen, 942 Stanford Ave, Oakland, CA 94608

## 2 Barber Vintage Days October 5-8, 2023 Birmingham, Alabama

Check out [barbermuseum.org](https://barbermuseum.org) for details, pricing, etc. Come watch old bikes race at one of the premier racetracks in North America.

**Address:** 6030 Barber Motorsports Parkway, Birmingham, AL 35210

## 3 Airheads at Black Bear October 6-8, 2023 Goshen, Connecticut

Join us for the third annual Airheads at Black Bear. The Northeast Region Airheads will host a reserved camp area and AirCentral tent at the Black Bear Americana Music Festival for three days of camaraderie, camping,

food, drink and of course music.

**Address:** Goshen Fairgrounds  
116 Old Middle Street Goshen, CT  
06756

## 4 North Bay Barley Therapy Oct 11 | Nov 8 | Dec 13 Guerneville, California

The North Bay/Russian River BT is on the second Wednesday of every month, noonish.

**Contact:** Doug Boss, [sonomadoug@aol.com](mailto:sonomadoug@aol.com) or 707 225 4798

**Address:** Stumptown Brewery,  
15045 River Rd., Guerneville, CA  
95446

## 5 The Airheads of Kansas – Second Saturdays Oct 14 | Nov 11 | Dec 9 Topeka, Kansas

Please join The Airheads of Kansas at Norsemen Brewing Company in Topeka for lunch, story telling, and any number of Airheads-related shenanigans. We gather up at 11:30 and leave when we've had our fill of food, drinks, and motorcycle talk. An RSVP is appreciated as the restaurant likes to have a close count of attendees so they can pull tables together in advance.

**Address:** 830 N Kansas Ave, Topeka, KS 66608

## 6 Tech Day October 14, 2023 Aromas, California

Elisa and Monroe Bonfoey will host a Tech Day again this year at their home in Aromas. Join us for technical discussions, camaraderie, the usual wrenching, barley therapy, and an Italian Pasta buffet lunch. Special guest appearance by Phil Douglas, Owner, AfterShocks Suspension. Phil will deliver a presentation on suspension and provide technical advice and support to those riders who would like expert assistance in setting up their motorcycle's suspension.

**Contact:** RSVP to Monroe Bonfoey, [embonfoey@icloud.com](mailto:embonfoey@icloud.com), or 703-201-8525, *no later than* Sunday, Oct. 1 to allow for accurate headcount for the meal and beverages.

**Address:** 3355 Carneros CT, Aromas, CA 95004

## 7 Nor Cal South Bay Barley Therapy Oct 17 | Nov 21 | Dec 19 Campbell, California

Thanks to Tex Long for setting up a South Bay Barley Therapy, third Tuesday of each month at 5 p.m.

## 8 Flairhead Tech Day October 20, 2023 Reddick, Florida

Matt has hosted several FLairhead tech days in St Augustine in the past. This event is intended to be a *working* tech session for those with a project and/or those with special skills willing to help others. The host has asked that we limit attendance to 20 or so. Arrive Friday and depart Sunday a.m. Coffee, coolers, and dinners will be served or otherwise available nearby. The location is a few miles off I-75 between Gainesville and Ocala. So be thinking about



# Upcoming Airhead Events



that project you may need some extra help with! Please let us know if you are attending and your project. You must RSVP if you are planning to attend.

**Contact:** Larry Meeker at [saddlesorejaxfl@gmail.com](mailto:saddlesorejaxfl@gmail.com) or 904-612-6683. This is a beautiful location surrounded by 50-acre horse farms and ranches. Please respect the hosts wishes.

**Address:** 13465 NW Highway 225, Reddick, FL

## 9 Tech Day Lite/ Barley Therapy October 21, 2023 San Diego, California

Call it what you will, but it's been too long for an Airheads gathering at our house. If you would like to do some light wrenching, there will be plenty of tools, and of course plenty of opinions about the best way to go about it. Or if you just want to have a beer and tell stories, there will be plenty of that as well. We will have a few local beers on tap, and be serving street tacos for lunch. Garage doors will open at 9 a.m., but please feel free to come early if you would like coffee on the lower deck in the canyon.

**Contact:** RSVP Aric Henschen at [aric.henschen@gmail.com](mailto:aric.henschen@gmail.com).  
**Address:** 2836 Ivy Street, San Diego, CA 92104

## 10 The Airheads of Kansas – Coffee Talk Oct 22 | Nov 26 | Dec 24 Lawrence, Kansas

Please join The Airheads of Kansas at McLain's Market in Lawrence for coffee, pastries, story telling, and typical (and sometimes atypical) Airheads-related shenanigans. We gather up around 9:00 and leave pretty much when we're done. This

is a very informal gathering so show up and leave when your schedule allows. McLain's has a nice patio that's shady in the morning so, weather-permitting, we'll sit outside.  
**Address:** 2412 Iowa St, Lawrence, KS 66046

## 11 Manchester KOA October 26-30, 2023 Manchester, California

The usual, the group meets at Manchester KOA, camp or cabin. BYOB. Brunch at Zen House Saturday morning. Dinner Saturday night TBD. More details soon.  
**Address:** 44300 Kinney Road, Manchester, CA 95459

## 12 7th South Georgia Campout (Duck's rally) November 3-5, 2023 Albany, Georgia

Georgia Airheads invite you for camping, campfires, and camaraderie. The venue has been changed from our location of the last few years and will be in Albany. This is a semi-rural area just on the edge of town. Trailers are welcome but there are no hook-ups available. There are great local roads with historic destinations in the area. This is a BYOB event with easy access to local stores for supplies. A \$50 donation covers your camping and Friday and Saturday evening meals, coffee and whatever else we can scare up. Chef Brian will be supplying his melt in your mouth brisket again Saturday evening! After the meal Coastal Groove will entertain us again!

**Contact:** Check the Georgia Airheads Facebook page for more information! Please RSVP there or to [duck@vintagemotorsllc.com](mailto:duck@vintagemotorsllc.com) or 912-663-3469.

**Address:** 5003 Van Cise Lane, Albany, Georgia 31721

## 13 Platte Valley Fall Tech Day November 3-5, 2023

### Edgerton, Missouri

An annual tradition for over a decade – Mark and Jan Nelson and the Missouri Airheads will host a Tech Day in Edgerton on Saturday Nov 4. Camping before and after is encouraged but you can also just come for the day. Please let Mark know if you're coming and if you have a project on your bike so he can plan accordingly.

**Contact:** Mark Nelson at [PCMAirhead@gmail.com](mailto:PCMAirhead@gmail.com) or 785-806-1879

**Address:** 7620 Highway E, Edgerton, MO 64444

## 14 Salton Sea Rendezvous, Return to Mecca Beach November 10-12, 2023 North Shore, California

Please join us on Veterans Day Weekend to ride, camp, explore, and connect with nature. Bring what you need to stay warm, well fed, and hydrated. There's Bombay Beach to the South and the town of Mecca to the North where you can find food and supplies. Your host will set up the now famous taco stand on Saturday night for Tijuana style street tacos. All you can eat carne asada, chorizo, and more. Donations are accepted to cover the cost of the groceries. The cost of camping will be determined by the number of attendees. More people = spreading out the cost of the campsites. It's about \$30 each for me to reserve the best 8 sites at the dead end of the campground.

**Contact:** Gary Jackson at [SoCalAirmarshall@gmail.com](mailto:SoCalAirmarshall@gmail.com) or 619-559-0108

**Address:** Salton Sea State Recreation Area, 100-225 State Park Road. Mecca (North Shore) CA 92254





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**1994 Red R100RT:** 46k miles. Too many bikes to keep up with is reason for selling. Bike has many upgrades including: Luftmeister exhaust; Sargent seat; braided front brake line; recent tires. Price includes a complete extra RT fairing. 46K. \$4,500. Contact Chris Blakely at (972) 467-0599 (TX).

**1973 R60/5 "bitsa" bike:** SC titled and licensed frame 1973 R60/5 with 1971 R60/5 engine. Upgrades include: Lester wheels with Shinko trail tires; solo seat with Krauser rear rack; Koni rear shocks; Mikuni carbs; Brown's side stand; ATE front disc brake with EBC floating disc; homemade side panels and custom front fork brace/aluminum fender to accommodate 3.50-19 front tire; electrical upgrades include 280-watt Bosch alternator; electronic regulator; and updated starter relay. \$3,800. Contact Terry Carr at (803) 238-8226 (SC).

**1983 R100RT:** Approximately 140k miles on replaced odo; Katdash; Corbin seat; Parabellum windshield; new diode board, fairing lowers are off and need repairs; top end recently redone, new clutch; drive off center stand; more. \$3,800. Contact Richard Leonard at (734) 612-2163 (MI).

**1983 R100RT:** Runs excellent; extra stock seat; 2 extra windshields; driving lights and side cases. Recent service and good tires. 45,400 miles. A 40 yr old vintage good enough for bike shows or to drive cross country. \$4,500. Contact Scott Butler at (603) 209-5136 (NH).

**1973 R75/5 LWB Toaster:** Numbers

matching, basically all original with some recent work described below; runs and rides great- lights, speedo, tach, odo all work; looks very nice, was obviously well cared for by the previous owner(s). ~26k miles shown – I cannot vouch for its accuracy; also includes a set of Krausers that are in decent shape; rebuilt top end (pistons 1mm over, rings, head cleanup and valve lap), all seals and gaskets; new points, condenser, spark plugs, wires and boots; all fluids replaced; new tires; rebuilt carbs; Removed trans, checked clutch(within spec), lubed splines; cleaned, checked and repacked swingarm bearings; rebuilt forks; new rubber bits; swingarm boot, grips, etc. \$4,500. Contact Al Carey at (603) 305-3368 or [careyald@gmail.com](mailto:careyald@gmail.com) (NH).

**1983 R80RT:** Stock with nice upgrades. Skene programmable rear tail/break lights; Denali front running lights; Corbin seat; oil temp sending unit and gauge; rubber rear BMW embossed mud flap. Complete stock tool bag stock Krauser side bags and top case. Purchase includes new unused heated grips; extra full fairing and lots of extra parts. Everything works however the odometer is not to be trusted so can't give the actual mileage; burns no oil and no leaks anywhere. \$4,100. Contact John Hill at [johnhill52@hotmail.com](mailto:johnhill52@hotmail.com) or (636) 303-6670 (MO).

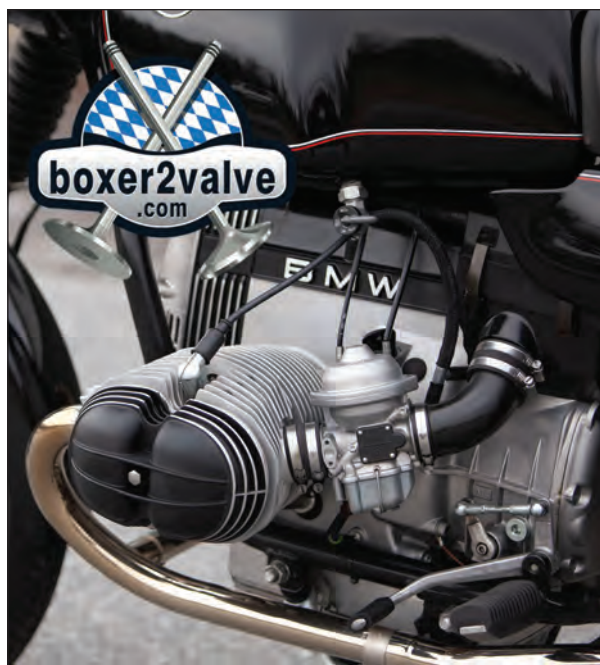
**1984 R100CS Last Edition:** 11,500 miles by original owner; single and dual seats; hard bags; all stock; pearl white; 2nd owner displayed bike in dining room since 2000; bad master cylinder; new tires, battery, scratched pin stripes.

\$12,500 OBO. Contact Lou Schier at [dlschier@yahoo.com](mailto:dlschier@yahoo.com) or (440) 842-1359 (OH).

**1978 R100 RS Motorsport Edition Ser. No. 6183536:** Owned since 1994, always garaged and maintained properly; maintenance and repair records kept through the years; 66403 miles; fair condition with cosmetic flaws on the fairing due to accident on gravel; runs very good; fuel petcocks rebuilt with new floats and needles installed; comes with Krauser hard bags w/safety straps; complete tool bag; air pump; orig.wheel cable type lock; 2 covers – full and bikini; New front brake pads and other extra parts included with this motorcycle. \$3,600. Contact Thomas Brown at (970) 210-3431 (CO).

**1975 R90S:** Partial restoration because the engine and transmission are untouched; the compression is 145 or better and the transmission works as well as new; I had an A-level repaint done with correct pin-striping and I cleaned, polished, and overhauled everything else; upgrades include Dyna III ignition with Bosch blue coils; upgraded oil breather valve; Luftmeister anti-dive kit; brass-lining in master cylinder, stainless brake hoses; FIAMM air horns; Zero Gravity windshield; bar end mirrors; stainless steel spokes; Bridgestone Battlax tires, and reinforced ribs on center stand; overhauled carbs with new gaskets and floats; recent fork seals, turn-signal flasher, and oil pressure sensor; matching numbers, and I'm the third owner. \$11,000. Contact Hunter Van Valkenburgh at (734) 276-0272 (MI).





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# 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	motoelekt@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
<b>*GA</b>	<b>R5</b>	<b>Duck</b>	<b>Koch</b>	<b>Oglethorpe</b>	<b>USA</b>	<b>912-663-3469</b>	<b>duck@vintagemotorsllc.com</b>
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	Zack	Witkowski	Beecher	USA	708-476-9070	zack.witkowski@gmail.com
IN	R3	Donald	Beverage	Crown Point	USA	219-306-1899	dbeverager69s@yahoo.com
KY	R3	Ed	Adams	Mayfield	USA	858-752-3669	kyairmarshal@gmail.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
<b>MA</b>	<b>R4</b>	<b>Tim</b>	<b>Hille</b>	<b>Stow</b>	<b>USA</b>	<b>978-897-6809</b>	<b>maairhead@gmail.com</b>
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
<b>MN</b>	<b>R3</b>	<b>Curtis</b>	<b>Henry</b>	<b>Minnetonka</b>	<b>USA</b>	<b>952-843-3349</b>	<b>curtisleeHenry53@gmail.com</b>
MO	R3	Joe	Brinkmann	St. Louis	USA	314-406-5071	jbrinkmann@trivers.com
MS	R5	Max	Dean	Union	USA	601-938-2363	madmaxdean2003@yahoo.com
MT	R2	Vacant					
NC	R5	Tex	Long	Graham	USA	408-353-2345	abc@nightshademgmt.com
ND	R2	Lee	Hofsommer	Fargo	USA	701-238-7906	lahofsommer@gmail.com
NE	R2	Michael	Quinn	Omaha	USA	402-681-1447	quinnnie54@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	Vacant					
<b>NV</b>	<b>R1</b>	<b>Ernie</b>	<b>Baragar</b>	<b>Reno</b>	<b>USA</b>	<b>775-219-8881</b>	<b>Ernie.Baragar@Gmail.com</b>
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
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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
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WA	R2	Vacant					
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	Richard	Thompson	West Pymble	Australia	61-421100457	dickytee56@gmail.com
AB	R3	Alastair	MacLean	Lethbridge	Canada	403-329-6284	alandale@telusplanet.net
BC	R3	George	Dimion	Armstrong	Canada	250-540-3355	bcairmarshal@gmail.com
NL	R3	Mike	Buhler	New Melbourne	Canada	709-691-7433	mbuhler@mac.com
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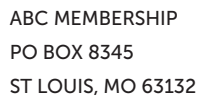
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