

# Airmail



Recycling the Legendary Motorcycles of Germany since 1991

January 2024



Dedicated  
to Excellence

Forty-Six Years of Re-Psycle,  
BMW Parts Serving Airheads



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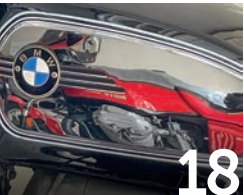
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**Airmail**  
January 2024  
Volume 32 Number 1

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 Mark Sidle





## From the Top

Chris Parker

Editor-in-Chief

editor@airheads.org

**T**his issue marks a year at the helm of *Airmail*. Since coming on board, I've met quite a few Airheads who have appreciated the work that I and others have put into the new format. I would like to thank you, the backbone of the Airheads Beemer Club, for making this all possible with your practical support of submissions and ideas for stories. It has been an amazing ride so far. Speaking about ideas for stories...

One of the nice benefits as Editor-in-Chief is getting to sit down and have a one on one discussion influential members of the airhead community. Several months ago, it came to my attention that Mark Sidle, owner

of Re-Psycle, BMW Parts in Lithopolis, has decided to call it a day. After nearly a half century of providing service to air-cooled BMWs with a smattering of K-bikes and oilheads, he deserves a break. It was really interesting to talk to a person who had not just the passion of working on and selling parts to BMWs, but motorcycles in general. At an early age, even. If you think about it, reach out to Mark and wish him well. He



Photo of Mark Sidle pre-gray beard

would love to hear from you. When people like him slowly wind things down, it is a loss to the airhead community. Maybe someone can step up and take his place in Lithopolis as he is seeking someone to take over Re-Psycle.

About that community, in just over three weeks as this is being written, the Winter Rally in Live Oak, Florida, the weekend of January 11-14, 2024, will take place. I am tentatively planning on being there and I hope to meet more Airheads at the Rally within the Rally. The Airheads 2024 calendar is already shaping up to be a good one, as submissions to the club's website's events section are coming. Remember that the postings in *Airmail* are pulled from [airheads.org/calendar](http://airheads.org/calendar) and placed in the magazine as space allows.

Since the last issue of *Airmail*, the address for mailing to the club has changed. When mailing your membership renewal or for sending in any correspondence, that new address is:

Airheads Beemer Club  
P.O. Box 14  
Paso Robles, CA 93447

Thank you for supporting *Airmail* and the Airheads Beemer Club in 2023. May 2024 be even better!

Chris



Photo of Re-Psycle, BMW Parts Inc.





## From the Board

Duck Koch

Chairman of the Board

Georgia Airmarshel Director, Region 5

ABC 2059

### Board of Directors Meeting Airheads Beemer Club, Inc. November 15, 2023

*Called to order at 7:05 p.m. EDT*

*Attendees: Garry Newby, Ernie Baragar, Curt Henry, Tim Hille, Duck Koch*

#### 1. **Resignation of Richard Hardcastle, Advertising Manager:**

Richard has resigned from the Advertising Manager position due to personal reasons. He will be forwarding his working files to Tim Hille who will fill in until an advertising team can be developed. The Board wishes to thank Richard for his hard work in getting the advertising accounts back on track and developing new resources for advertising in the Airmail. The position is now open and persons interested can forward a letter of interest to the Board via [bod@airheads.org](mailto:bod@airheads.org)

#### 2. **AirStore Financial report:**

Ernie Baragar, AirStore manager, provided the Board members with an informal breakdown of the sales and expenses for the AirStore year to date. Sales revenue is down 18% year over year at the date of this report. The cost of inventory replacement

is up by 25% year to date. On a better note, the AirStore is now qualified as a commercial shipper with USPS reducing shipping expenses by about 2%. Discussion of action items: Stop any merchandise purchases through the end of the year; minimize the color selections in t-shirts and hats; add two new items per year to stimulate sales; develop a merchandise inventory plan; explore development of new products.

#### 3. **By Law Committee review:**

Curt H. Indicates that the committee is meeting regularly and moving toward having a set of revised bylaws to present to the Board in the very near future.

#### 4. **Discussion of the late delivery of the November Airmail:**

Conversations with Modern Litho, publisher of the Airmail, indicate that this is a USPS anomaly not limited to just the Airmail but several other bulk mail publications they handle. They stated that they delivered the magazine to the Postal Service in a timely manner as usual. Action item: The Chairman will draft a statement to be posted to the

Airmarshel list and included in the December issue of the Airmail.

5. **Expired Member Outreach project:** Garry N. discussed the project and informed the Board that he is moving ahead as planned and has enlisted a couple of members to assist him. Ongoing progress reports will be distributed via email to the Board.

6. **Winter Rally:** Duck K. gave an update on the plans for the "Rally within a Rally". The BMWNEF folks have reserved the Airheads area and are working on the seminars and tech session locations. The ad was sent to the calendar at [Airheads.org](http://Airheads.org) and to Roadwolf Design.

Motion to adjourn at 8 p.m. EST

Respectfully submitted,

Duck Koch  
Chairman of the Board



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By unanimous vote at the December meeting the Board of Directors changed their meeting day to the third Thursday of the month. The time will remain the same; 7 p.m. Eastern Standard Time. This will begin with the January 2024 meeting.





Submit your words and high resolution photos to [editor@airheads.org](mailto: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.

I'm fairly new to the club, less than a year, and have read about the expense of producing *Airmail*. I've been on the masthead of *DirtBike Magazine* for several years and understand the challenges of providing content for a monthly publication in a cost effective manner. I'm sure the subject of paper stock has been placed on the table by other members before me. I truly believe that going to a lighter paper stock would have a significant impact on costs associated with production of the publication. I understand that a large percentage of the membership would scream that quality is being compromised but it's a better option than not receiving a copy of *Airmail* every month.

As I stated in my first sentence, I'm the new guy and don't want to step on toes if this topic has already been discussed.

Thanks for listening to my thoughts.

John Bumgarner #18412

John,

Welcome to the Airheads Beemer Club and thank you for your note. We always welcome constructive feedback and helpful suggestions for improvements in the club and its operations.

Indeed we have looked at cost savings options for the printing of the *Airmail* as the print and postage costs combined are the most significant expense for the club. I will look at this one more time based on your prompt, but we are fairly confident we have optimized the production cost including eliminating a practice that

*proceeded massive waste - printing 500 extra copies each month that were almost immediately shredded and thrown into the landfill.*

*As an example of how we feel confident in the optimized cost with our current printer, we have negotiated a new arrangement with them for over-prints that would have been waste, and now we distribute them to our advertisers and use them as promotional handouts at rally's and other events.*

*In addition, through our engagement with Roadwolf Design, our new editing team, we have seen two other publications move from their previous printers, to our printer (Modern Litho) due to the excellent service and cost savings they offered.*

*I have copied our editor on this email as I think this is a positive dialog that I think would be a good piece of information to share with the entire club via the Head to Head section of the *Airmail*.*

*Again, thank you for your input and keep the suggestions and ideas coming.*


Regards,  
Timothy Hille #14325  
Massachusetts  
Airmarshals  
ABC Board Member

Re: Corrections to my cover story article about the 1983 BMW R 80 ST BMW MOA Raffle Bike Rebuild.

1. The proper web address for ordering the BMW MOA Foundation raffle tickets for the R80ST is either of these: ([mrp.bmwmoa.org](http://mrp.bmwmoa.org), or [mrp.bmwmoaf.org](http://mrp.bmwmoaf.org)).
2. The caption for the last picture should be: "Norman Schwab (left), owner of Euro MotoElectrics, With A Thumbs Up On the Rebuilt Bike, And My Thumbs Up For His Contribution Of Free Parts To This Project."
3. The BMW MOA Foundation raffle will go through mid-March 2024, and will not end in January 2024.

Best,

Brook Reams #13836



## 41<sup>st</sup> Annual Winter Rally



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# Dedicated to Excellence

Forty-Six Years of Re-Psycle,  
BMW Parts Serving Airheads

Chris Parker, *Airmail* Editor-in-Chief · Photography by Mark Sidle





Chances are, if you have been in the airhead community for the last several decades and needed a part, you've at some point reached out to Mark Sidle at Re-Psycle, BMW Parts looking for that rare part. And it is the exception and not the rule that he answers with a "sorry, I don't have that at this time." As the photos that accompany this story attest to, he has rows and rows of shelves with every imaginable BMW part that you could possibly want or need for your vintage BMW. And now, after almost half a century, soon it will be no more.

It's early December, 2023 when I sit down with Mark Sidle, owner of Re-Psycle, BMW Parts based in Lithopolis, Ohio. Mark, a veteran of the motorsports industry and BMW motorcycle world, is looking a bit weary after the last several years of trying to keep the doors open after a pandemic and lack of technical help at his shop. He is now currently at three quarters of a century old and not as spry as he is used to be. Still, he has been working the phones, the counter and the computer answering questions and fulfilling orders up to the conversation with me. What follows is the story of a man who was determined to make a way forward in the motorcycle industry, loving wrenching on bikes and then even going into business as a dealer, eventually landing in a niche of keeping old BMWs running.

Early on in his life, it was almost preordained that Mark would hold a wrench most of his life. His father and other relatives, but especially his grandfather, nurtured his obsession with all things mechanical. It was here that he learned how to keep things orderly and clean in the workshop, a mantra that exists to this very day.

At ages 10 or 11, he began working on small engines.

Around 1960, at age 12, he bought a 49 cc Puch two-speed in pieces and with the help of the Sears and Roebuck catalog, got it put back together. He rode that for a time until they passed a law in his home state of Ohio that a rider had to be 16 or older to be on the road. Later, after high school and a short stint in college, he moved to New York City where he brought back to a life a Yamaha 90 that was given to him so he could work as a motorcycle courier. Successive bigger bikes followed in that job for four years. Then, eventually as he says, "it was a given that, every month or two you were going to fall down... no big deal." But one accident he got into banged him up a bit more than usual. A change of career was now on his mind.

Moving to Ohio in 1970, Mark went into a program for training to be an auto mechanic. After a year at a Volkswagen shop, the on-the-job experience got him hired at a motorcycle shop. This was the formative years that would bring Mark to a point where his work ethic would be solidified. He notes in the conversation about the lack of management and ethical behavior at multiple motorcycle shops in the 1970s, how it would push him towards excellence. He recounts, "It was very, very amateur... the management was not very





# Airmail Interview

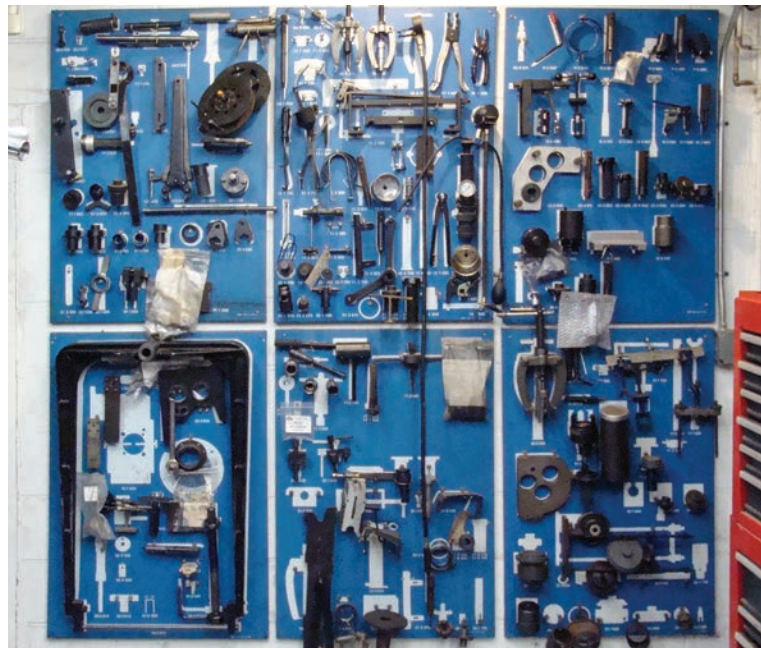
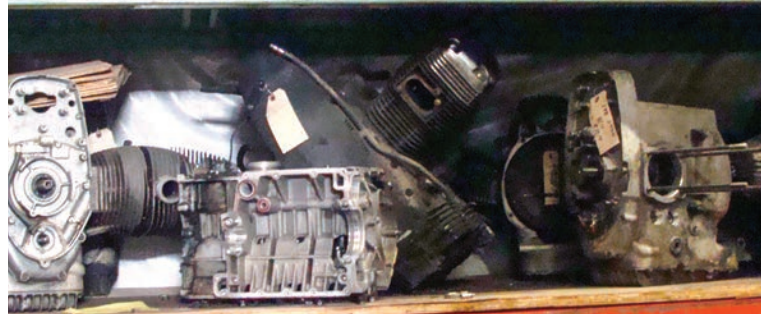
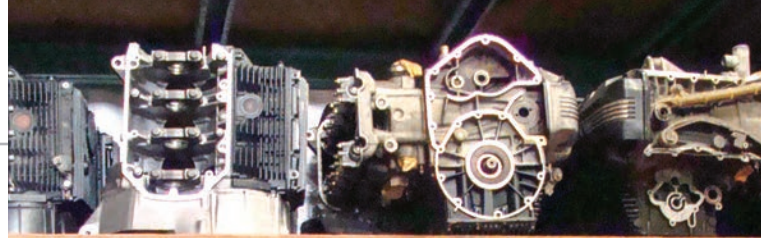
professional. And the business itself was dirty and not well organized or well run. They didn't treat the customers very well. You know, they're out to make a buck and screw the customer. So, I couldn't handle it, I just didn't like it. So, I got together with a friend that was another mechanic and we were able to get some financing and we started a shop on April 1, 1977." So, Psycle Therapy, the original name, was born that day in Columbus, Ohio.

In the early days, four-cylinder Japanese bikes were the focus of the shop. Mark says that they did a lot of "speed" work, transforming stock bikes into high performance machines since high output bikes were not on the menu from the factory. Repairing wrecked bikes or blown-up engines for six years was his main job, along with six other mechanics in the shop. The nearby BMW dealership closed at this point and three of his six mechanics were BMW riders, so his first real exposure to BMWs came from that interaction with them and picking up business from the defunct dealership.

One day a customer came in wanting to sell his R 90 S to Mark, but with Mark's unfamiliarity with BMWs (at this point, Mark tells me this love of speed has him down to one point left on his license) he says no to the proposition. After the offer to ride the bike was given, the R 90 S impressed Mark. He loved the way it handled and with the lower horsepower output, he figured this would be the bike to keep his license with. With this pivotal moment in his business, more BMW work came into the shop. The BMW repair work became so important that in 1983, he approached BMW corporate to become a dealer.

When he entered the BMW corporate world, little did he know the standards and money needed to keep the franchise running. In his opinion, a lot of money spent to keep in good standing with BMW NA was unnecessary. He felt that a lot of time and money was spent on frivolous things that were not central to the business at hand. For almost five years though, he kept at it until a medical issue arose in 1987 that would pull the rug out from underneath him. Unable to work for a year, the person he entrusted to run the dealership didn't do well, and through a series of unfortunate cascading events, he was in arrears with the Federal and State taxes. In 1988, BMW pulled the plug on the dealership and Mark was left with rebuilding his business.

Starting from square one again, he worked out of his living room, garage, barn, and eight shipping contain-







ers at home from the closing of the dealership to 1999. During this stretch, three other employees helped him manage selling parts and mechanical work in the from the ashes business, now renamed Re-Psycle BMW Parts. I ask him how BMW responded to him repurposing the three letters “BMW” and he says the workaround at the time was to call it Re-Psycle, BMW Parts to not indicate he was in any way legally tied to the mothership, that he was an independent shop that just happens to work on BMWs.

Eventually, outgrowing his home and attached barn, the need for more square footage was something that he could no longer overlook. Stashing away money for just such the scenario, Mark was able to move into a dilapidated 5000 square foot former IGA grocery store about five miles from his house, with the help of a loan from the Fairfield County Development Fund. More improvements were made, increasing the value of the store’s location, and over the past 25 years, expansion to that existing location has allowed Re-Psycle’s inventory to grow. In fact, one of his customers, a local real estate agent, mentioned that there was this property that had an old barn that needed to be removed. He said Mark could have it if he moved it and with the help of some Amish workers, brought it down and relocated it, beam for beam, behind the IGA building. Radiant heated floors and Big Ass fans completed the setup, stopping rust and corrosion in its tracks, and doubling his cubic feet of storage. The barn replaced the need for shipping containers moved from his home, that were being utilized for storage up to that point. About the added storage: “I hesitate to throw away anything. Anything that has the potential to be remanufactured. I’ve held on to it. Whereas most shops won’t.”

Regarding the state of the business at this point, he mentions that not only was he a registered independent motorcycle dealer with the attendant license from the state of Ohio, but also a salvage dealer, necessary for him to acquire more parts. And it worked well for him, “Every day, you have got to go in there and push on the business and make it successful. You know, you couldn’t just let it float.”

Asking him about his love of all things BMW, especially the air-cooled boxers, he says that the R 90 S opened his eyes to the superior handling, engineering, materials, and manufacturing tolerances, over the comparable Japanese bikes of its time. He put over 100,000 miles on that R 90 S. His love affair with the boxer and then the K bikes and Oilheads just contin-

ued the relationship with the marque. He really loved the R 80 ST most, with its handling characteristics. About the work coming through Re-Psycle lately, a lot of /5 and /6 business, twice as much as /7 work. The tools from his dealership days makes the work possible, plus investment in the right tools since.

My understanding of parts availability from BMW’s parts catalog is confirmed by Mark. He says that this



corporate policy has enabled him to get work done and if there wasn’t anything available from BMW, the aftermarket parts industry like EME and Benchmark has stepped up to the plate, occasionally with even better engineered parts than factory. In addition to this, collecting bikes in pieces where he could access needed parts would help in supplying customers with their requests, “I did not want to be a breaker of perfectly good BMWs. We bought distressed bikes for parts, fixed some, and parted the rest.”

I inquire about Mark’s interaction with the club scene, particularly the Airheads, of which he has been a three-decade long member. Attending some rallies, Tech Days, and helping with giveaways over the years has been a touch point, but for the most part, keeping customers satisfied and the doors open has kept him in Lithopolis every day the doors have been open. Swap





# Airmail Interview

meets were a different story altogether though... these trips would be where inventory could be found. He would leave with a truck twenty percent full to sell at a swap meet and come back with the truck entirely full.

But now, asking about the news regarding the impending closure of Re-Psycle at the start of the year: "I had to have my heart rebuilt two years ago, three bypasses and a valve. Since that I just don't have the strength to do it. I can make management decision and give some guidance, but the push to go in there every-day..." Added to losing a full-time technician to retirement, and having only a part-time technician that can't fill that void, it just makes the decision to not keep the doors open. Last year, the decision to stop major customer work, and just accept some bench work was made, knowing that he did not have the manpower to take on additional work. "We wanted to finally address the backlog of repairable Airhead BMW's owned by the shop, so they could be dependable, and re-sold, finding new loving owners!"

One thing that is on the table is selling the business. Mark has been trying to find the right individual that has the passion and knowledge to keep his legacy at Re-Psycle going. At the time of this being written, he has not yet found a buyer. Perhaps a fellow Airhead holds the key to this: "It just takes someone who wanted to do the job because of Airheads or because of BMW in particular ... they wanted to do the job and have that as their sort of life calling. If I can't find someone like that, then it's going to have to be broken up somehow. That is definitely high on my hopes, you know, I'm not going pin any dependency on it. Or, you know, I can't invest in that as far as, oh, let's put a bunch of money and trying to make this happen. But yes, getting the word out is absolutely critical."

For those reading this with an eyebrow starting to twitch and the chin being scratched with a couple of fingers, Mark is waiting for the call that can keep his business moving forward. He has invested a lifetime in his work, and nothing would make him happier than seeing the next generation of Re-Psycle BMW Parts continue on. The Airheads need unique shops like Re-Psycle to survive, a place for parts and service. No matter what ends up happening with his business, Mark is due a hearty handshake and many thanks for the years keeping them running. Send him a note of thanks, or better yet, an offer at [mark@re-psycle.com](mailto:mark@re-psycle.com). **A**





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## Rush Hour Bliss

Don Bartletti · ABC #12295  
donbartlettphotography.com

**M**y ride through life has on occasion been a white knuckler, but with nearly six decades on two wheels, I still celebrate the thrill of getting there. In 1966 my high school buddy and I maneuvered over slippery, worn cobblestones around the Roman Colosseum on a BSA 650. In 2004 I buzzed along on a Honda 90 amid 12 lanes of motorbikes in post-war Ho Chi Minh City. And with 10 white knuckles, I still split lanes through the Los Angeles Gulag on my vintage R100/7 Beemer and acknowledge those who give me space to leave them behind.

In late summer, I was in Valencia, Spain, for an exhibit of my photographs. I tootled around on a rented battery-assisted bicycle. Nearly every boulevard, Mediterranean promenade and landscaped parkway in the old city had a marked path for e-bikes and scooters. Planners and politicians managed to shoehorn 90 miles of bikeways into their centuries-old city, enabling office workers, students, hot meal couriers and joyriders like me to breeze past caravans of idling cars.

So, there I was, riding the slow shutter speed route through the middle of town with a basket of fresh bread, red wine, goat cheese and cured ham. I relied on a lifetime of motorcycle smarts to remain on the straight and narrow. Going full speed at rush hour was bliss, but the sight of another biker approaching from the opposite direction was a freak out. Oncoming handlebars threatened like the horns of a charging bull. If I drifted just a few inches the wrong way on the skinny lane I'd be crying over spilled wine.

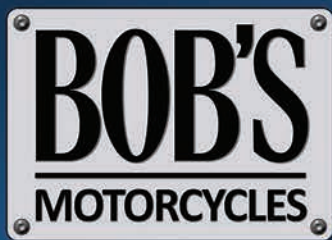
During my first ride around the city, two-wheeled commuters shocked me as they passed from behind without warning, like chain-driven missiles. With no rear-view mirror on the rental bike, my bobble head and shifty eyes quickly became essential BYO equipment. Ironically, those on four wheels were more predictable. If there was a "Spanish standoff" at a driveway or intersection, the car always gave me the right of way.

And it was remarkably quiet. By law, motorists in Valencia don't use their horn for any reason except an emergency - not even for a "Hi there!" or a "F-you!". I heard no loud pipes on the many BMW and Ducati motorcycles either. Vehicle modifications are strictly regulated which keeps the public space unpolluted by the flatulent tailpipe vulgarity that freedom-loving Gringos suffer upon their countrymen.

Valencia's system of bike lanes is essentially an overlay of Lilliputian superhighways. The only speed limit seemed to be, *muy rapido*. On my second day out, I learned how to keep the locals off my tail and up ahead in my viewfinder. Even though the bike rental guy advised against it, I pushed the #3 rocket-speed button on the handlebar. Hallelujah! But the thrill was gone way too soon when the kilometers-per-kilowatt dropped to zero. The battery conked out before I got home. I slowly peddled at grandpa-speed through a labyrinth of marble-paved alleys and expansive plazas dotted with Valencia orange trees. When I got to my friend's third-floor walkup, my basket of pan de barra, Tempranillo wine, Servilleta cheese and jamon Iberico became a most delectable way to celebrate yet another ride of a lifetime. **A**

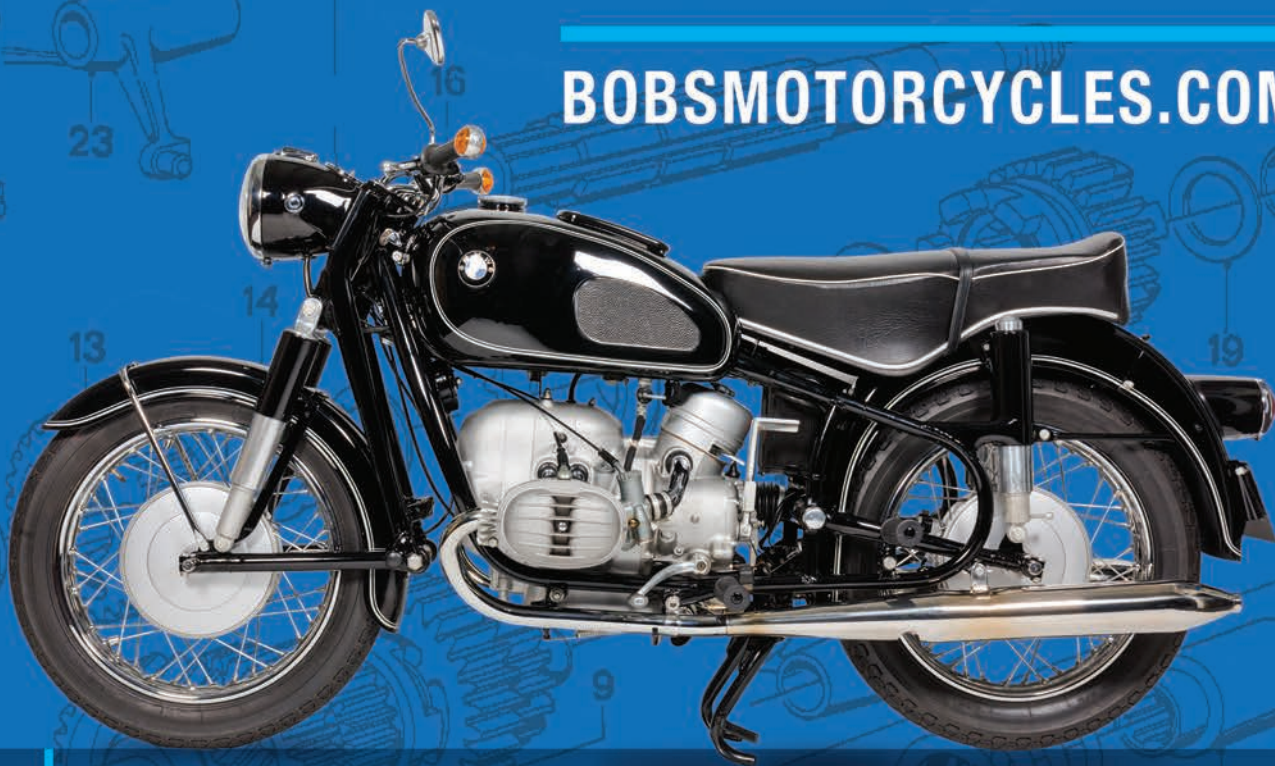






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# One Sunny Day

David and Emy Woodburn · Barnsley Motor Werks



**K**urdish males must surely have certain virtues. In our dealings with them as shopkeepers and hoteliers there have never been problems. Yet, put the open road, a moving motorbike, plus boys or younger men into an equation and your answer will likely be well-aimed, hard-thrown missiles ... stones generally.

This was my fourth time crossing this region of eastern Turkey, where it borders Iran a little farther eastwards. We were riding north and west from Lake Van, with the purpose of making our way to Istanbul, then back into Europe. On every journey across these parts, the occasional shepherd boys needed contending with. They would hear or see you coming. An uncontrollable urge bubbled up inside them. An ambush was hastily laid.

Well, on this particular day, we had turned off the main road into a small town to purchase some food. As we headed back out to our route, a Police Station was passed. I thought little of it. At the intersection, we turned right and headed up a long incline into what was now countryside.

We were returning from India, by way of Pakistan to Iran and now Turkey. Our daughter would have been seven years old. She sat alone in the sidecar. Emy rode pillion. It was a lovely day. All had been going well. Another week, we'd be back in Greece.

A tractor trundled up the rise ahead of us, towing a long, high-sided trailer loaded with potatoes. A man sat on each of the tractor's large mudguards, either side of the driver. A pair of slightly younger men travelled atop the mound of produce.

Our sidecar attached on the left, British fashion. Since leaving Pakistan, traffic used the right rather than the left side of the road. It would be this way until we crossed the English Channel.

Mattea, in the sidecar, wore a seat belt, with only a leather flying helmet on her head. As we began to overtake the slower vehicle, both men at the rear of the trailer arose, a potato poised at the pinnacle of each up-

stretched right arm. If this was a novel, it might seem implausible this unexpected form of Kurdish ambush.

You may be thinking, "Well, what harm can a potato do?"

Have someone pitch a large, 'new' potato down at you from three meters away and you may, after your recovery, better appreciate the severity of the act. I'd guess, the hard vegetable could easily be travelling at one hundred and thirty kilometers per hour, without allowing for the speed difference between the bike and the tractor.

One of these chaps suddenly experienced a change of heart. His missile remained unlaunched. The other lad's face contorted in rage as his arm catapulted forward.

Perhaps he was aiming at my head but missed. Emy was struck on the very forward brim of her pudding-basin helmet, where this greeted the top of her goggles. It was fortunately a glancing blow, leaving its mark on the goggles as it ricocheted off. Had Emy not been hit, Mattea was then directly in line. Such a fierce blow, if it didn't kill her, would have maimed her severely.

Emy was stunned. Her helmet saved potential serious injury. Had the aim been better, and I'd been struck, we could easily have crashed with severe consequences to family Woodburn. Just what goes on in some people's heads?

Gathering my wits about me, I cut in front of the tractor to halt their progress. The bike ended up crossways across their lane. As the driver was forced to brake, his left front wheel contacted the sidecar where an outboard, steel rack carried an alloy box containing our battery. Though there was mainly velocity, rather than speed, we were shunted sideways a short distance down the road.

I jumped down, ran back and commenced to climb up onto the trailer. The one young man's visage expressed a look of pure evil, giving me slightly second thoughts. In a sense, I was grateful when one of the





mudguard passengers began to pull me back.

So, there we have it. This little scene was a kilometer up this incline, where the road levelled out. Our bike blocked the tractor's passage. I was suddenly in an uncomfortable stand-off with five

Kurdish men, a situation not anticipated two minutes earlier.

This matter was serious in my eyes. My wife had been assaulted. Our daughter could easily have been badly injured, or worse. I instructed Emy to take Mattea and start back down the hill to fetch the Police. I stood alone on this untrafficked stretch of hilltop, facing this group of men, more than anxious to be on their way. I refused to move the bike and stood my tentative ground ... what a strange, unexpected turn of events one can so suddenly find themselves in.

My eyes had also been on the girls. They eventually reached the turn off, then disappeared from sight. The men were becoming more belligerent. I pretended to be dancing left, then spun right to grab and pocket their ignition key. This obviously made the situation a trifle more exciting.

We circled the two vehicles, as they tried to hem me in to retrieve their key. How long could one man hold them off? Five against one is a bit awkward for the one ... in case you've never been there. Actually, my dance partners were only the three men from the tractor. The two younger men merely followed the unfolding events from their perch.

The bike had been in first gear when the tractor wheel stunted it sideways. Again I fainted, as our little waltz neared our machine. Quickly I engaged the clutch lever, turned the key and pressed the starter. My left foot had already found its peg. As the bike spun left my right swung across the saddle.

They tried to grab me ... unsuccessfully. Second gear was engaged, then third. I thought I'd outsmarted them, though they too had trick up their collective sleeve. The men must have realized what we were up to, but I failed to figure their next move.

Just as I reached the Police Station, three uniformed officers, carrying sub-machine guns, prepared to alight into a Turkish-made Bedford van, accompanied by a concerned looking Emy and Mattea. They motioned for me to join this entourage. Off we headed.

The tractor was gone! They had hot-wired the thing.

This was a tad disconcerting. However, five kilometers on, there it was, making what desperate headway a tractor and trailer could manage.

The van pulled in front. The men were arrested ... yes, at gunpoint. The driver received firm instructions to turn the vehicle around and present it at the Police Station. The other four were placed in the back of the Bedford, where we three were seated with one officer. Travel is about embracing the unexpected ... well, I suppose that's a big part of it.

Back at the Station, the men were brought in and stood dejectedly in a row under guard in a large room. At the head of this room, behind his desk, sat the Chief of Police. He, like the constables, spoke no English. (This statement rings arrogant in my ears. Why should they?)

Yes, but the Governor of the Province had been called. He spoke my language quite fluently. A discussion ensued between the Governor and the Chief. Then it was explained, there were really two options. Being a Friday, this case couldn't go before a Magistrate until Monday. As we were passing through, they considered this would present us an inconvenience.

Option two was simple and more expedient. They offered to take these coves downstairs and beat them. We thought about that a short minute, but I expanded the option, just a little.

That would be fine, though we required the equivalent of \$20 compensation as a matter of principle. This was discussed across the desk. The culprits were ordered to pay. Despite all, it rung a little pathetic watching them empty their pockets to gather together the equivalent of this sum.

This was overall a sorry situation ... their fossicking for the money and next being hustled downstairs to be beaten. The job done, they were reassembled again in a line facing across the room towards the Chief's desk.

Let me explain a little. We spent a goodly amount of time in Muslim countries. Out of respect, we adopted outwardly the accepted manner of behaviour. This added advantage in our dealings with locals. Oftentimes, we played this role so well, people asked if we were in fact Muslims.

So, we were visitors. Muslim creed puts great emphasis on the treatment of strangers. Also, by assaulting my wife, they disrespected me. (Strange that last bit, eh?)

Four of the men stood there brazenly, obviously in some discomfort but unrepentant. The one young man, he who refrained from pitching his potato, his face



expressed genuine regret. He obviously knew better.

I was still indignant about the seriousness of what transpired. Pacing up and down in front of this desperate row, I began to berate them. "This little woman, what offense had she committed. What if I assaulted one of your mothers, your sisters, your wives?" The Governor translated my diatribe.

I continued in this vein and about our being strangers and so on, using my patchy knowledge of the Koran as a yardstick. Years on the road had moulded me into an adequate barrack room lawyer. This prompted another serious discussion by the Governor and the Chief. A conclusion was reached. The Governor, a small, well-dressed, courteous, individual started to explain how these men were Kurdish and, though I forget his exact wordage, explained they were a lowly people. I countered, how folk are just folk, some good, some bad, regardless of ethnicity.

In any case, the decision reached over that desk



because of my little speech, was that these men hadn't been punished sufficiently.

"We are going to take these men back downstairs and beat them again!"

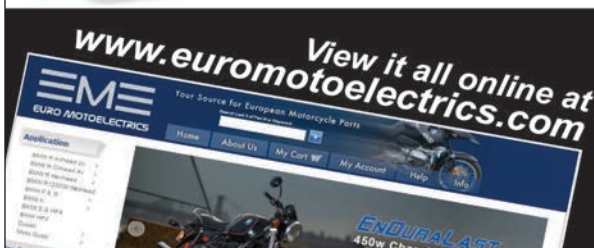
I felt sorry for the one, repentant, young man. There is a saying though, I learnt as a young lad, "If you fly with the crows, you'll be shot with the crows."

We thanked our hosts for the courtesy extended us, apologized if we'd caused any inconvenience and resumed our journey out to the turning and back up that long incline, destination Greece and stations beyond ... simply another day on the road, a nice sunny day. A

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# Time Travelers

Robert McIsaac · ABC #17913



**A**fter what appeared to be Biblical rains yesterday, Saturday in Central North Carolina dawned with beautiful sun, light wispy clouds, and roads that dried as if they'd been hit with a Magic Eraser. Good news indeed, since I had planned a hop with local Beemer brethren.

When I got to the hanger, I had a key decision to make. Heads we'd go German; tails Italian. The Goose won out on this day, although the Toaster's turn will no doubt come next week. The Le Mans was originally purchased by my dad in May, 1980, so a good hop seemed a nice way to celebrate her 43rd birthday. I'm sure dad would have approved.


Fuel on. Choke engaged. Ignition hot. A touch of the starter and the twin exploded into life and settled into her typical, comforting, idle with a lovely burble from the exhaust that was fitted for a date with the Battle of the Twins at Daytona in 1981. One of my father's more endearing skills

was a remarkable ability to turn money into noise, according to my mother. In this case, apparently, the band continues to play on endlessly.

Out on the road, the Le Mans makes a lot more valve train noise than a typical airhead BMW. For a while this seems to inspire short shifting and care since everything about this bike is now made from unobtainium. That angst eventually fades however and the Goose encourages you to "give her the spurs". Healthy twists of the throttle reward you with magical induction noises and inspired acceleration.

After a brief stop in Wendell for some coffee and a pit stop, we were off for a spirited jaunt across four counties. It's an interesting time in the farming communities. The amber waves of grain are real now, ready for harvest. Meanwhile, on the other side of the lane, both tobacco and corn are making haste to take advantage of the rapidly lengthening days.

The biggest traffic issues today included an array of tractor kit that was out working between the fields, a steady stream of vintage pickup trucks headed to a festival in the town of Sims, and migratory turtles. The latter are particularly problematic because they are perfectly camouflaged to make them hard to see on the winding ribbons of asphalt that crisscross the area.

While I was doing all of this, a mate was at an airshow in eastern North Carolina where the featured warbird was a recently restored P-51 Mustang that had a tie to an American pilot from the Old North State who flew with the 8th Airforce in England during World War II. Great picture that reminded me of my Dad's time in the USAF as a crew chief in a P-51 squadron during the Korean War. The sound of a Rolls Royce / Packard Merlin V-12 still is pure magic. Much like the Guzzi, which still looks great from every angle now. Even in a reflection. 





# Barbour Memorial Fireflight 2023

Katrina Nielsen · ABC #3281

**W**e gathered in the small community of Maupin for the Barbour Memorial Fireflight Rendezvous. A simple plan... but it means so much to the Oregon Airheads that we've kept this little party going for 20 years. Like too many things we were not sure if we could bring it back post pandemic. But here we are and it just feels good.

It's a time to hang out by the river and with old friends and new. We get a chance to talk about the rides we did this summer and the plans we have to get

through the coming wet season. We do a little wrenching but this year it was fairly minor stuff. Turnout was good (about 30 bikes) and the weather was perfect. The Oregon and Washington locals were well represented and we had folks ride in from Idaho and BC. We even hosted a couple first timers.

There are no activities to speak of but great rides in all directions. It's all about good friends, good beer and great bikes. We have reserved our camp sites for next year and you all are invited to join us. **A**





# Rendezvous





## BMW 1983 R100RS Rebuild Bing 94/40 Carburetors

Brook Reams · ABC #13836

A few years back, I hosted a winter tech day at my home in Stow, Massachusetts. As you can imagine, coming up with tech day themes in the winter can be tough. Almost nobody will ride to an event on the first weekend of January, so, what can they bring along in the car? I do believe that one intrepid rider did arrive on two wheels, but most on four. So, the theme was carb rebuild and if I recall over a dozen Bing's were dismantled, cleaned and reassembled that day, but we would have to wait for spring to hear about the results. Myself, I managed to install the choke mechanisms Left in the Right, and Right in the Left and it took me most of the next riding season to figure out what I had done.

So, in the spirit of helping you all learn from other's mistakes, let's see what Brook can do to educate us. As usual, the full details of this topic are available on Brook's awesome website (link below), so we will summarize and wet your appetite here. *Note: This also covered petcock rebuild, but I see that as a separate topic. - Tim Hille*

[brook.reams.me/bmw-motorcycle-rebuilds/1983-bmw-r100rs-rebuild-project-index/13-bmw-r100rs-rebuild-bing-carburetors-karcoma-petcocks/](http://brook.reams.me/bmw-motorcycle-rebuilds/1983-bmw-r100rs-rebuild-project-index/13-bmw-r100rs-rebuild-bing-carburetors-karcoma-petcocks/)

**Rebuilding the Bing CV carbs:** [youtube.com/watch?v=x2CZe5gxxIM&t=3s](https://youtube.com/watch?v=x2CZe5gxxIM&t=3s)

The 1983 R100RS has 94/40/114 (right) and 94/40/113 (left) carburetors which are larger types with the same constant velocity design. The type numbers are stamped into a rib near the top of the carburetor and the date of manufacture is on the other side. These are 40 mm inlet carburetors (Photos 1 and 2).

### Resources

Here is a link to the theory of operation of the Bing type 94 carburetor: [bingpower.de/download/datenblaetter/type94e.pdf](http://bingpower.de/download/datenblaetter/type94e.pdf)

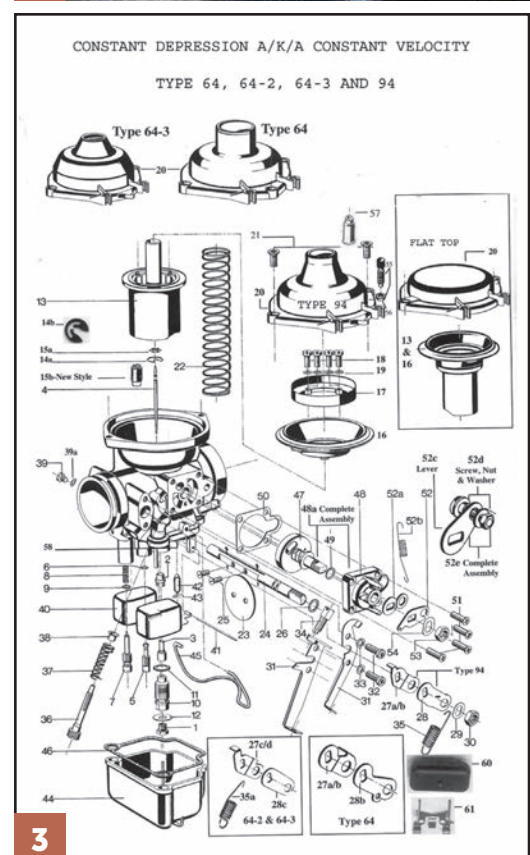
The exploded view diagrams for these two types are the same as shown below, even though some of

the parts are different on the two types (Photo 3).

There is a full parts list for this project on Brook's web site, and there are a number of suppliers who offer full kits for the project such as our advertiser Boxer 2-Valve on page 29.

### Cleaning and Polishing

To restore the finish on the carburetors takes a lot of elbow grease and patience, but the result is worth the time. This section from my rebuild of my 1973 R75/5 carburetors provides the details of what I have found that works here: [brook.reams.me/bmw-motorcycle-re](http://brook.reams.me/bmw-motorcycle-re)







5

*builds/1973-bmw-r755-rebuild-project/bmw-r75-5-bing-carburetor-rebuild/#Cleaning\_and\_Polishing*



6

## Carburetor Disassembly

The procedure I use for 94 model carburetors is the same as I show for the R75/5 type 64 carburetors. You can see how I did that work here: *brook.reams.me/bmw-motorcycle-rebuilds/1973-bmw-r755-rebuild-project/bmw-r75-5-bing-carburetor-rebuild/#Carburetor\_Disassembly*

Due to rusty top cover screws, I soaked them in Kroil for a couple days and then used my impact driver to loosen them. I don't want to break off the screws and have to try to use an easy-out to remove them (Photo 4).



7

## DANGER:

**I learned after using the impact driver the way I show below that I was in danger of breaking the top edge of the carburetor casting. It should be supported by putting the bottom edge of the casting on the edge of the work bench. That way when you hit the impact driver you shouldn't break the edge of the casting. I was lucky and didn't need to hit the driver very hard to break the screws loose.**



8

When I removed the left air tube, a plastic tube was loose inside.

Further inspection of the air box showed this was one of the two oil breather pipes that direct crankcase vapors back into the carburetors. The type 64 used on the R75/5 has a single large black plastic pipe that only goes to the right side air tube. The air box on the 1983 R100RS was redesigned to aid meeting air pollution require-



9

ments. The oil breather system is different. The rubber tubing that connects to the plastic pipes inside the air tubes was split, so I ordered new rubber tubes and clips to secure them (Photo 5).

The air tubes have a metal ring that fits inside the rubber gasket and the inside the air box (Photo 6).

Now I removed the hose clamps securing the carburetor to the engine so I could turn it around to remove the throttle and choke cables. The rubber hose is connected to a vacuum port on the carburetor.

## Remove Float Bowl, Floats and Float Needle

This is straightforward. Remove the bail holding the float bowl then remove the hinge pin securing the float assembly to the carburetor. Then, remove the float needle from the body of the carburetor. The float needle in this type 94 is different from the one in the R75/5 type 64 carburetor as it has a rubber tip (Photo 7). *Note: float hinge pin has serrations on right side, so move it to the right to remove it.*

## Remove Throttle Slide Assembly

This is the procedure for the R75/5 type 64 carburetor. It's the same for the R100RS type 94 carburetor (Photos 8 and 9).

## Remove Jets and "Innards"

This is the procedure for the R75/5 type 64 carburetor. It's the same for the R100RS type 94 carburetor (Photos 10 and 11).

*Tim Hille: Here is where I made my mistake. Not keeping proper track of the right carb and left carb bits. I put many of them together in one basket / batch in my ultrasonic cleaner and got them mixed up.*





## Remove Varnish and Carbon

As for the R75/5 project, I soaked the parts in ChemTool B-12 overnight to remove the varnish, carbon and crud. I used some plastic food storage containers which I got at the local supermarket. These are not affected by the ChemTool.

### DANGER:

**ChemTool B12 is very nasty stuff. I always wear rubber gloves and glasses when working with it. In fact, it will remove the white paint from the black emblems on the side of the carburetors. Since most of the paint was missing anyway, I didn't bother to protect the emblems. I'll repaint them later.**

I used 000 steel wool on the brass parts to remove any remaining stains and then used metal polish to return their luster. Then I rinsed them to remove any traces of steel wool.

I use AutoSol aluminum and metal cleaners to clean the castings and AutoSol metal polish to put a shine back on the parts (Photo 12).

## Rebuild Kit Parts

The rebuild kit does not contain all the parts I need. I added new jet needles, needle jets, floats, float hinge pins and float needles to the rebuild kit (Photo 13).

Photo 14 shows where the gaskets and o-rings go.

*Tim Hille: It has been my experience that replacing the two smaller o-rings on the idle jet needle and the mixture screw every year is a good practice as the new ethanol fuels tend to eat these up pretty fast. I also travel with a full replacement set just in case.*

## Assemble Jets and Mixing Tube

The new o-rings are installed and then the jets and mixing tube are screwed back into the carburetor body. I use some masking tape on the screw threads to protect the o-ring from being cut as I slide it over the body of the jet. By twisting the tape into a taper, it makes it easy to slide the o-ring over the tape. I also use a 90 degree pick to help pull the o-ring until it seats into the groove (Photos 15 and 16).

I use a small dab of silicone grease on the o-rings. This helps keep them moist and keep water out.

*Tim Hille: With care and close observation during disassembly, re-assembly is pretty straightforward, but the images on the web site offer some good reference visuals.*

## Assemble Throttle Shaft, Butterfly and Linkage

I use a dab of silicone grease on the end of the shaft that fits into the boss in the carburetor to prevent corrosion and keep the shaft lightly lubricated. Note, the o-ring goes in the groove farthest from the threads on the throttle shaft. The groove closest to the threads is where the throttle bracket mounts onto the throttle shaft (Photos 17 and 18).

The throttle plate has to align inside the carburetor body while not binding the throttle shaft on the bracket assembly. I align the plate with the holes in the shaft with a pen as a centering tool and then insert the screws with blue loctite until just snug, but I don't tighten them all the way. Then I insert the throttle bracket into the slot on the throttle shaft and make sure the throttle shaft turns freely. I snug the screws for the

bracket into the carburetor body, but don't tighten them up. Next, I look through the carburetor and move the shaft and throttle plate as needed until there is no gap at the bottom of the plate and the gap on the sides of the plate are even. I look at the plate with a strong light behind the plate to help see the gap clearly.

Then, I tighten the throttle bracket screws and then the throttle plate screws and check that the throttle shaft still turns freely. If it binds, I loosen the bracket screws, adjust the throttle shaft and throttle plate, loosening the throttle plate screws if necessary, and then tighten all the screws. The throttle shaft must turn with no binding and the throttle plate must have no light showing at the bottom of the plate.

Last, I attach the two arms of the throttle lever with the nut and washer. It is easy to cross thread the nut and damage the threads on the brass shaft, so be careful.

*Tim Hille: some knowledgeable veterans of this process may note that Brook does not use the peen method for locking the butterfly screws in place, but prefers the use of locktight. I am not going to render an opinion here, but suggest it could make for good dialog in the Head-to-Head segment.*

## Assemble Throttle Slide and Diaphragm

It is important to align the tabs in the rubber diaphragm with the slot in the throttle slide (inner diaphragm tab) and the slot in the top of the carburetor housing (outer diaphragm tab). I like to use a little anti-seize on the screws that secure the diaphragm retaining ring into the throttle side.

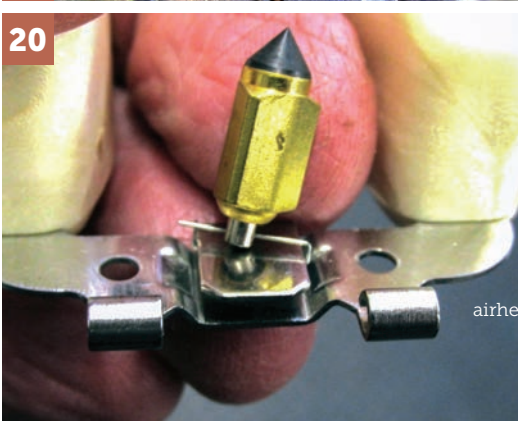
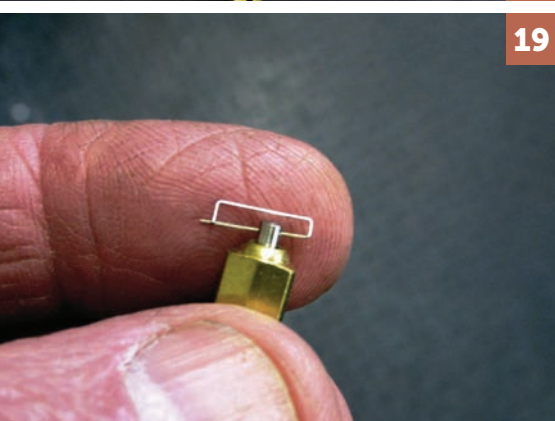
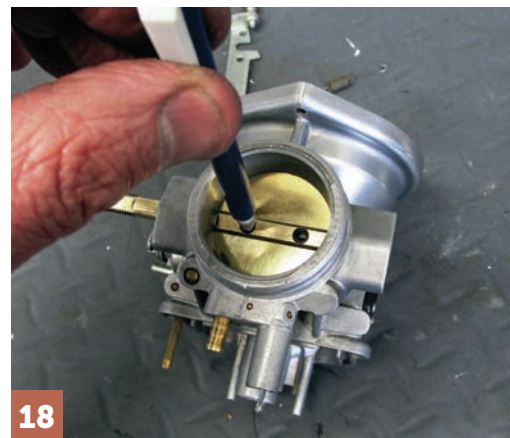
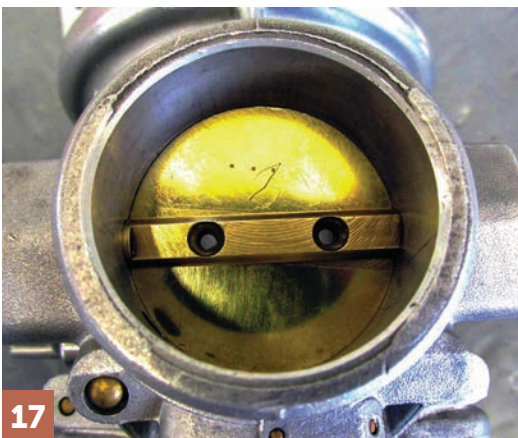
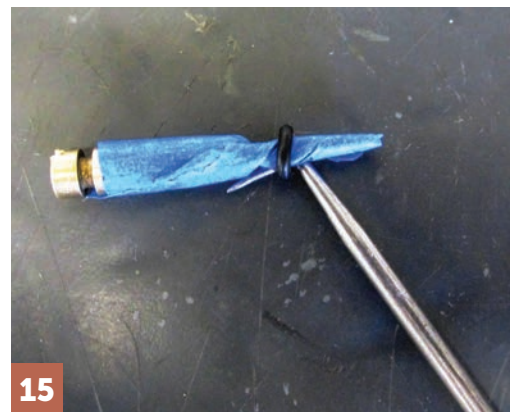


### Assemble Float and Float Needle

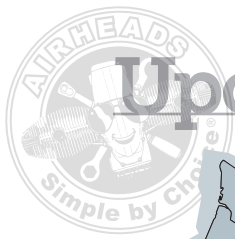
The float needle has a small wire retaining loop that goes through a small hole in the stem of the float needle. The loop goes over the tab on the end of the float assembly (Photos 19, 20 and 21).

The hinge of the float assembly fits between the posts on the bottom of the carburetor and are secured by the float hinge pin. One side of the hinge pin has serrations so push the pin in from the serration side and then gently, using needle nose pliers, press the hinge pin into the boss of the post. Be careful so you don't crack or break the post when doing this.

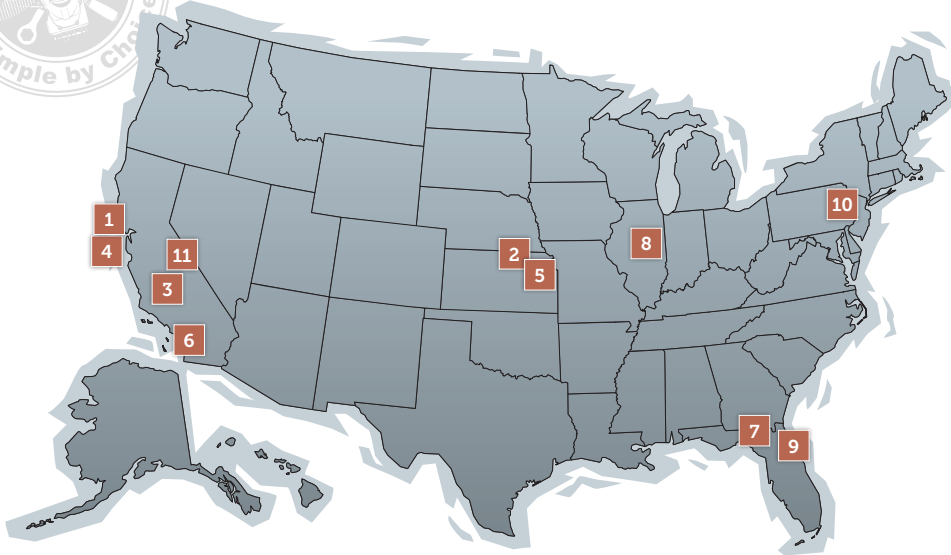
*Tim Hille: As always, Brook is very meticulous with his work and he pays attention to cosmetic as well as mechanical, there is some really nice stuff on restoring the emblem on the carb as well if you view this on his web site.*







# 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 February 7, 2024 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** The Airheads of Kansas – Second Saturdays Jan 13 | Feb 10 | Mar 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

## **3** North Bay Barley Therapy Jan 10 | Feb 14 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

## **4** Nor Cal South Bay Barley Therapy Jan 16 | Feb 20 Campbell, California

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

## **5** The Airheads of Kansas – Coffee Talk Jan 28 | Feb 25 | Mar 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

## **7** Airheads at the Winter Rally in Camp Weed January 11-14, 2024 Live Oak, Florida

Join us at the BMWNEF Winter Rally for a great start to the New Year. We will be gathering on Jan. 11, 2024 at Camp Weed near Live Oak, Florida for four days of camping and camaraderie! There will be airhead specific seminars, speakers and tech sessions. Airhead only door prizes (know your member number). And a members forum on Saturday afternoon at 4 p.m. along with all the usual events that BMWNEF provides at this 40 year-old event. Includes: off-road training, seminars and vendors, led and self-guided day tours, camping and bonfires, meals, T-shirts and door prizes. Register now at [bmwnef.org](https://bmwnef.org).

**Address:** 11057 Camp Weed Place, Live Oak, FL 32060

## **8** 5-Speed Transmission Tech Day at Dave Fahringer's January 20, 2024 Lexington, Illinois

Don Beverage will be leading the hands-on clinic where up to 4 transmissions will be gone through. There will be others very experienced in working on the 5-speed transmissions such as Trig attending to help as needed. Each trans will have a team of up to three Airheads working on it, the owner and two assistants. Typical work will be to install the up to date spring/shift roller kit, gaskets and seals, and check shimming. For those bringing



# Upcoming Airhead Events



a 5-speed transmission it will be recommended that they contact Don at [dbeverager69s@yahoo.com](mailto:dbeverager69s@yahoo.com) and he will advise what parts they should bring with, based on an assessment of their trans. There will be a \$25 donation to cover incidental costs. Dave will do something for lunch, if any vegans or vegetarians will be attending please let us know so we can make special accommodations. If this is something you are interested in attending please contact Jim Fousek at 630-960-3662, [sidecar05@yahoo.com](mailto:sidecar05@yahoo.com). Attendance will be limited to 12 total attendees.

**Address:** 26254 E 2200N Rd., Lexington IL. 61753

## 9 18th Annual NE Florida Tech Day

**February 23-24, 2024**

**Fleming Island, Florida**

Begins about noon and all day Saturday. Located 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 two wheels. A simple lunch, munchies and refreshments will be served. There is Friday and Saturday night camping available. This event is being run by the Florida Airheads and co-sponsored by the BMW Motorcycle Owners Association of N.E. FL (BMWNEF). All BMWs welcome.

**Contact:** Larry Meeker 904-612-6683 or [saddlesorejaxfl@gmail.com](mailto:saddlesorejaxfl@gmail.com)

**Address:** 181 Riverwood Drive, Fleming Island, FL 32003

## 10 Pennsylvania Airhead SuperTech 2024

**February 9-11, 2024**

**Boyertown, Pennsylvania**

The Pennsylvania Airheads will

again host the SuperTech. 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. Sessions will mostly focus on the 'later' airheads from /5 through end of production.

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. Attendees will have time to clean up and rest before the catered dinner that evening with a very special guest speaker, Tom Cutter. 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 opens December 1st. We will have a standby list once the max number is reached in case of last minute cancellations. Hope to see you there. Registration fee is \$155.00 for members and \$175 for non-members. If you plan on bringing a Saturday dinner 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. We are working hard to have rooms "blocked off" at the Motel 6 in Pottstown PA. and the Comfort Inn (Fairfield Suites) in Pottstown, PA. Also, you'll be added to the SuperTech email list when your payment arrives along with a confirmation email of your registration. Response to this event have been overwhelming. We've been super busy lining up the best

stuff we can!

**Contact:** Rob Price at [paairhead@gmail.com](mailto:paairhead@gmail.com) or 267-568-0801

**Address:** 85 S Walnut St, Boyertown, PA 19512

## 11 Death Valley Rendezvous March 7-10, 2024

**Death Valley National Park, Furnace Creek Campground**

Meet your friends, old & new, for the oldest and lowest event of them all! Once again we will gather in the spring for 3 nights of camping, riding, nightly bonfires, great food, cold beverages, and camaraderie. It's got all that a National Park can offer: A great visitors center, restaurants, shopping, a museum, gas, a motel, newly built cabins (for those who choose not to tent camp) and the most amazing desert scenery you can imagine. At the end of your day ride, return to the campground to be treated to an array of frosty adult beverages on tap, w/snacks, a delicious catered dinner (by Pixton & Kempton Moto Catering), and an amazing bonfire. Paved roads? Yes! Dirt roads? YES! No matter what kind of riding you like, it's there for you. Register by February 1st by paying Dana Azevedo by PayPal ([dvr.airheads@gmail.com](mailto:dvr.airheads@gmail.com)) or Venmo ([dazevedo@calpoly.edu](mailto:dazevedo@calpoly.edu)) \$100 by February 1st for 3 nights of camping, 4 catered meals, snacks, cold beverages on tap, nightly bonfire, and other treats. Be sure to indicate DVR on your payment and use friends & family on PayPal. You can mail payment to Dana Azevedo at P.O. Box 14, Paso Robles CA 93447. Registration on-site is \$120.

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





# Airheads Marketplace

Airheads Marketplace listings that appear in *Airmail* come from [airheads.org/classifieds](https://airheads.org/classifieds). Please include your contact details (phone and email) and location. Ads run for two consecutive issues (60 days) and then are removed to allow for newer ads, unless the ad is deleted online after selling or the editor is notified directly to cancel the ad after 30 days.

**1995 R100GSPD Classic:** 89,000 miles; professionally serviced at Hermý's BMW and RCRG; all service records available; dual plugged heads machined by Randy Long Honeybrook, PA; runs great on regular gas; Parabellum tinted windscreen; Russell dual touring saddle; Emerald Isle driveshaft; Hyper Pro rear shock; Alpha V3 ignition; carbs rebuilt at Bing Agency; Harrison 6 piston caliper and new rotor; Nippondenso starter; Enduralast 450 watt alternator; new swingarm and steering head bearings; new centerstand bushings; all fluids changed on schedule. \$7,900. Contact Les Zimmermann at (302) 650-2833 or [leszman@comcast.net](mailto:leszman@comcast.net) (DE).

**1978 R100/7:** 23,XXX miles; twin spark plug heads; electronic ignition; brand new EBC semi floating rotor and EBC pads; Reynolds ride-off stand; paint is almost perfect it may have been painted before I owned it; bike is very clean and everything works as it should; includes luggage. \$4,800. Contact Malen Anderson at (978) 884-3525 or [malenanderson@verizon.net](mailto:malenanderson@verizon.net) (MA).

**1978 R100/7:** Bike was bought last year and is located in Washington, DC. Speedometer was changed by previous owner, but his guess was 50-60K since top end rebuild; recent work done: new upgraded EBC floating front brake rotor; new brake pads and drum brake service; repainted rear fender pinstripe; oil and filter change; new spark plugs; rebuilt carbs; new electronic ignition; new seat made in Germany; Euro R90S bars with all new cables and hand

grips; original tool kit under seat; original air pump; original 1970s manual and both Clymer's and Haynes; original hard cases (both close and come with keys, one side was damaged while parked and was cosmetically fixed by me); multiple spare keys for bike and cases; spare gaskets; filters and parts; torque wrench; straps; additional allen (hex) keys; brake spray cleaner, etc. \$5,500. Contact Lucas Strubing at (202) 760-1472 or [lucasstrubing@gmail.com](mailto:lucasstrubing@gmail.com) (DC).

**1983 R100RS:** 54K miles (previous owner installed new odo at 25K miles). I am the second owner, I have all service records since new. Many upgrades: SS front brake lines; NipponDenso starter; Alpha ignition, EME voltage regulator and diode board; new front brake discs; heated grips; Ikon shocks, Progressive fork springs; GPS wiring installed, Corbin saddle with back rest. Needs new tires and minor cosmetics. Clean title, CA reg'd until March 2024. Bike is in Richmond, CA. More photos on request. \$7,000 OBO. Contact Ran Bush at (510) 932-6641 or [lucasstrubing@gmail.com](mailto:lucasstrubing@gmail.com) (CA).

**1990 R100RT:** 33,503 miles, I am the 2nd owner and have put less than a 500 miles on this bike. All maintenance receipts from new plus original invoice. The following work has been recently performed on the bike: New front brake master cylinder; Speigler front S/S brake lines; New front brake pads; Calipers rebuilt; Brake fluid changed; Fork oil changed; New fuel lines and overflow lines; Adjust valves; Tune carbs; Oil and filter change; Final drive lubed; Pulse air injection removed; New

fork bellows; New windshield edge protection; New Katdash LED instrument lights and gauge pod gaskets; New Katdash LED blinkers and Ted Porter LED tail light. Installed/included with bike: LED headlight; Heated Hand Grips; Koni gas/oil shock (rebuildable); Thermometer (installed in fairing); New EZ throttle carb springs; Dual plugged heads (dealer installed); Tool kit, cover, and battery tender; Hard key and folding key; Cable lock; Hard bags with liners; RKA tank bag; Cover; Battery Tender; Glow Swift custom clock; Cell phone holder and charger. \$6,500. Contact John Arisman at (415) 706-0175 (CA).

**1994 R100RT:** Corrosion-free AZ bike (all 3 owners from Tucson.) 20 years in my possession. Compulsively maintained with all records intact. 62,870 miles at present. Complete set of original BMW saddlebags and top case. Progressive shock and CC Products billet upper triple clamp. Transmission overhaul with circlip modification (Bob Clement, Bob's Motorwerx) and clutch disc in 2006 at 43,050. Fuel tank repair in 2020 with inner/outer sandblasting, reseal and professional repaint. Top end reseal with head gaskets, cylinder base and stud O-rings, pushrod seals in 2020 at 60,140 (Paul Ford, BeeMerWerx.) Westco battery in 2020. New IRC tires in 2022 at 62,700. \$5,400. Contact Lane Tassin at (520) 404-2539 (AZ).

**Airhead Stud Repair Kit Plus Extras:** Original HPD stud tool repair kit and extra tools. \$250.00. Contact Edward Frank at (760) 214-0482 (CA).





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AK	R2	Robert	Coleman	Fairbanks	USA	907-978-6715	ak04dux@acsalaska.net
AL	R5	Karen	Ager	Huntsville	USA	703-343-0311	karenandgus@juno.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
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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	Acting in Vacancy - Garry Newby					
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	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	Acting in Vacancy - Ernie Baragar					
<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
<b>OR</b>	<b>R2</b>	<b>Garry</b>	<b>Newby</b>	<b>Portland</b>	<b>USA</b>	<b>503-720-4948</b>	<b>oram44@gmail.com</b>
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TX	R2	Michael	Moon	Fort Worth	USA	817-996-6067	mmoon1948@aol.com
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WY	R2	Dwight	Small	Laramie	USA	970-214-2610	dwight.a.small@gmail.com
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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

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