

*50th Anniversary*

# **BEEMER ZEITUNG**

**OCTOBER 2022**



**CATEGORY I Photo for OCTOBER**

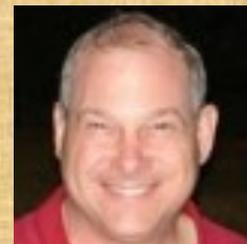
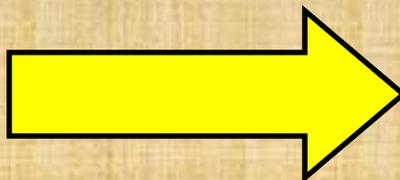
**SNAP SHOT OF A WHALE OF A TAIL**

**Bill and Vicky were kayaking in Port Fredrick just out of Hoonah, AK in August.**

**Submitted by: Bill Luce**

# BARN FIND

by



**Rick Kallmayer**

So, you want to buy a cheap barn-fresh Airhead and enjoy riding a BMW Classic? Good for you, vintage airhead beemers are wonderful bikes to ride. These machines are much smaller and lighter than many of the modern models but perform well enough to keep up with the rest of the crowd on any ride. They are retro-stylish and were very well made with top quality materials and finishes that have stood the test of time. They are simple machines which are easy to learn to care for yourself, so riding an airhead and doing the routine maintenance yourself will save you lots of money compared with what it costs to keep a modern wunder-beemer going. That said, a high mileage 30 to 40 year old bike that has been sitting in a barn for ten years is liable to cost much more than the purchase price to make safe and reliable for use on the road again. The purpose of this article is to paint a realistic picture of what it takes to make a barn fresh airhead healthy again.



I had the privilege of learning how to work on these bikes by working alongside a great BMW mechanic at the old Underwoods BMW shop starting in the late 1970's and got lots more experience working as a technician for Twin City BMW in the early 2000's. Since I have a tendency to adopt neglected airheads, I have brought more than a dozen back

from the dead. In my experience, the work always starts with the same basic items and grows as the mileage and years in storage increase. The bikes which require the least work and parts are those which have been in regular use right up to the day of sale. These bikes will have the highest prices, but they give you the advantage of being able to test ride and ensure that all is

*(Continued on page 3)*

working properly before you buy them. All you need to do is learn how to do the regular service work and you are all set to enjoy these bikes. The other end of the spectrum is the filthy non-runner with a mouse nest in the air cleaner which is missing a lot of parts. Stay away from these unless it is a rare collectable model or if it has great sentimental value!

Any machine which has been in storage for a year or more needs a thorough cleaning and is likely to need fresh tubes and tires, a new battery, and an annual service to replace points, plugs, all of the fluids, grease and to check and adjust everything. During the service a careful evaluation will discover any repairs which may be needed. Therefore, you need to be prepared to spend much more than the purchase price! This initial work will require \$500-\$600 for parts and supplies and six or seven hours of professional shop time or a full weekend of your time.

The rubber parts on these bikes last ten to fifteen years before needing replacement, so it is likely that every barn find is going to need most of these items replaced. You can tolerate worn foot peg rubbers and hand grips but cracked sleeves and tubes between the airbox and carburetors and engine, fuel lines, spark plug wires, and the many boots designed to keep water and dirt out need to be fresh to allow the bike to operate properly and prevent expensive component failures. Budget another several hundred bucks for these parts.

These machines need to have the heads reconditioned every 50-60,000 miles. This must be done by a shop with the expertise and machine tools needed and will cost you \$600 to \$1000 depending on how much needs to be replaced or repaired. Pulling and re-installing the heads and cylinders takes about two hours of pro shop time or a day of your time. This work should always include replacing the pushrod tube seals and all of the top end gaskets, which will seal up the most common engine oil leaks on these engines as an added bonus. If the machine you have is close to 50K miles past the last time it had a valve job you will need to have this done in order to avoid a catastrophic engine failure.

The exhaust system is a critical component of the engine and must be in leak-free condition. Most bikes will need new mufflers every ten to fifteen years and new header pipes every other set of mufflers unless the system is damaged earlier. A set of BMW header pipes costs around \$450 and the BMW mufflers are \$650 each. Many owners opt for less expensive after-market exhaust parts but the fit and finish degrades right along with the price so caveat emptor!

BMW used the Kettering style ignition on airheads from 1970 through 1980, upgrading to the "points in a can" enclosed trigger for the last two years. In 1981 they changed to an electronic ignition with a hall-effect trigger. The early ignitions are very reliable but require frequent adjustments and replacements of the contact breaker points, so many people change the ignition systems to an after-market electronic system. Add another \$400-\$500 for one of those!

The Bing carburetors on these bikes are very high quality devices and they work very well when they are in good condition. High mileage and or a couple of decades of use will dictate rebuilds

(Continued on page 4)

of these critical components. This work will require three hours of pro shop time or a day of your time and will set you back about \$400 for parts.

Many older bikes need to have the gas tanks and petcocks reconditioned. The tanks were coated with a state of the art, special interior finish to resist rust when new but the water sitting in the bottom from years of ethanol blended gas use has often ruined that plan! Cleaning and re-coating the tank with the best modern epoxy based paint will require an hour or so each day for a week of your time but will fix it permanently. The best kit in the business is produced by KBS Coatings, whose Gold motorcycle tank coating kit costs around \$60. This is a real bargain and is the only way to go since the new tanks are no longer available. Don't fool around with rebuilding the pet cocks, new ones are less than \$100 a pair, and don't forget to replace the fuel lines!

In addition to the usual pushrod tube seal oil leaks, your airhead may be spotting the floor from the rear of the oil pan. Other common leaks can be caused by a leaking oil pressure sending unit, or a leaking neutral indicator switch, or a leaking oil pan gasket, drain/fill plugs, universal joint accordion rubber, or clutch throw out bearing seal. These are all relatively inexpensive parts and do not require a lot of time to change. More time is required to fix a leaking rear main engine seal or oil pump cover O-ring. These seals are normally replaced during a clutch rebuild, something that is needed at about 100,000 mile intervals. If you need to go in there to fix a leak or repair a slipping clutch you do it all! This work takes about four pro shop hours or an entire day of your time and will cost \$500-\$600 in parts.

The shaft drive system is a hallmark of the airheads and is remarkably trouble-free however, after 100,000 + miles it is not unusual for the rear drive unit to need a rebuild to refresh the gear teeth or splines and replace the oil seals. This is specialty shop work that will cost several hundred dollars depending upon what is needed but you can remove and replace the unit easily for shipping in less than an hour of your time.

Other repair points common for high mile machines include wheel bearings, steering head bearings, and swing arm bearings. Wheel bearings require an hour of pro shop time each plus around \$40 per bearing for parts. The swing arm bearings require two hours of pro shop time, plus \$40 per bearing. The steering head requires three hours of pro shop time and about \$40 per bearing.

Forks need new seals and internal bits once every ten years or so. Rebuilding these units takes a couple of pro shop hours or half a day of your time and less than \$100 in parts as long as the tubes, sliders and springs are reusable.

Wire wheels can be rebuilt with new spokes and rims for about \$400 per wheel by a pro wheel shop such as Woodys Wheels in Colorado. Lacing up and truing a wire wheel yourself is a relaxing way to spend up to a week of your own time... on each wheel... let me know if you want to borrow my truing stand! The wheel hub bearings should also be serviced. Plan on an hour per

*(Continued on page 5)*

wheel to disassemble, clean, inspect, and grease plus \$40 each ( 2 per wheel) to replace bearings if they are rough.

That leaves electrical issues. Time is not kind to the insulation used on wires, and the elements are very hard on light bulb sockets, switches and connectors. A careful examination of the entire electrical system will often expose problems which need to be repaired. A thorough refurbishment may require several hours of pro shop time or a couple of days of your time but is well worth it! Common problems include worn alternator brushes, rotors with an open circuit, overheating damage to primary alternator cables, shorted diode board, malfunctioning voltage regulator, and corrosion on everything. Every bike will have a unique set of electrical issues so the cost to repair varies too much to give a typical figure.

In summary, there is no such thing as a cheap barn find BMW airhead! Plan to spend \$4,000-\$5,000 more than the purchase price to bring one back from the dead. Most are a great bargain compared with the cost of a new current model however, and there is nothing to compare with the experience of riding down the road on a classic airhead!



**SEE WHAT I MEAN????**

**CATEGORY II Photo for *OCTOBER***



**BIG BEND in winter  
Jeff Davis County Library**

**by "yeeha"  
Stephen Slisz**

# True North



I'm sure you'll admit that we have some pretty serious riders in our BMWDFW community. You know the riders that seem to have a BMW appendage grown to their backside and are constantly seen aboard their motorcycles. For several years now, having made the top 25 high-mileage rider list in the BMW MOA's annual Mileage Contest, (<https://www.bmwmoa.org/page/mileagecontest>) I've come to consider myself as one of those "serious" riders.

Or maybe not. I usually ride about 20 to 25,000 miles per year, but that's only a blip on the nationwide BMW high mileage list. For the 2022 MOA contest, I managed just under 25,000 miles, good for 13<sup>th</sup> place. The top BMW riders can double or triple my totals and easily double BMW's 36,000 mile new bike warrant! This year's winner/runner-up checked in with 90,000 and 70,000 annual miles respectively. As comparison, the MOA's average male rider commonly puts in about 12 to 13,000 miles.

You read a lot about my motorcycling adventures because Don Mills quite often affords me a public voice by including many of my travel stories in the club newsletter. Though you rarely read about his treks across the country, did you realize



we have another seriously bad-a\*\*ed BMWDFW rider that consistently turns in 8,000 miles more than me and usually places in the top 10 on the MOA contest? Allow me to toot his horn now. **Mike Valentin.** *"Gotta keep on rockin', that boy has got to stay on top."* **Juke Box Hero – Foreigner.**

(Continued on page 8)

If you put our BMW's nose to tail, Mike's yearly lead comes out to about 6 million bike lengths ahead of me. Can't see that very well? How about Mike taking off for Fredericksburg and making 14 roundtrips down to the Texas Hill Country in front of me? Or should we say 10 trips to our Fall Colors ride to Eureka Springs or 5 roundtrips to the Top of the Rockies Rally in Paonia Colorado!



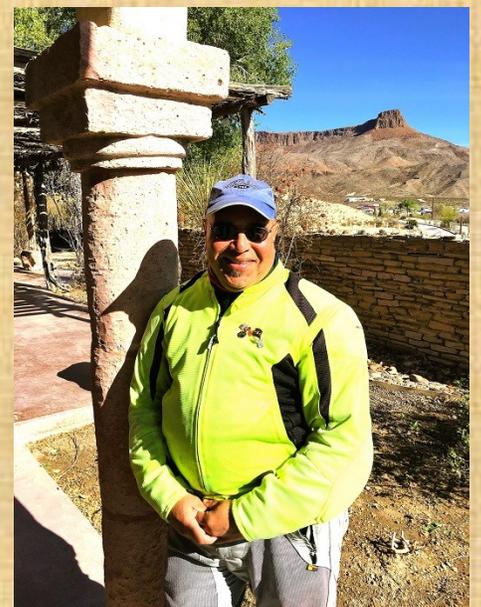
My Garmin

GPS says I average 49 MPH overall on all my trips combined. For next year's mileage contest, and assuming the previous averages remain, I'll have to start my riding season more than 20 days ahead of Mike to beat him to the top ten mileage list. I don't think that's going to happen so I'll just be happy to ride along with our #1 Bad A\*\* for a while.

I've heard some rumblings from Mike that he's dreaming picking up stakes and moving to the Carolinas to be closer to family. Before good things come to an end, you should take every opportunity to get out and ride with Mike. Join him and you'll discover he often speaks in fractured Texan and you won't need to carry a Webster's to look up all his five-dollar words. You should be careful which ride you pick though. I just found out that Mike rode to Big Bend in August to snag some photo ops for the annual Grand Tour of Texas rally and was unafraid of his tires melting on our 100 degree, chip sealed, Texas back roads!

Mike Valentin is my Juke Box Hero!

"Yeeka" Stephen Slisz



## Brown Bagger...Not Two Bagger!

Sept 9, 2022

By Leslie Hillhouse

What can be better than new asphalt, pretty weather, and good friends for a ride? Pack your lunch and find out. Tourmeister “Yeeha” put out the word for a Thursday morning ride down Hwy 51 to Chalk Mountain and a few of us just couldn’t pass that up. Three of us departed from the usual QT in Hurst and were treated to some twisty back roads and the new asphalt on Hwy 51 through the really curvy part. Departing QT were Tourmeister “Yeeha”, Leslie, and a new member Olivier with a quick and nimble R9T with a 719 option. I quickly found out that Olivier can hang tight in the turns and stayed right up with Stephen. I, on the other hand, well a little slower, but I got there.



At Chalk Mountain we were met by Mike Valentin, Rick Kallmeyer, John Painter, and Randy Simoneau, Mike Crenshaw was fashionably late, but brought his Moto Guzzi and a sandwich.

Great ride guys! Now that it’s getting cooler weather, I can’t wait for the next one!



**Anybody know a good burger and salad joint?**

**GREENWOOD....**

**By - - none other - - Leslie Hillhouse**

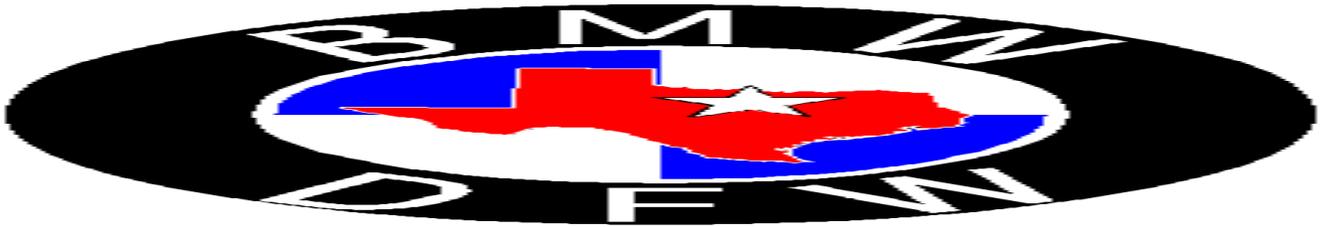
How about one with a twisty ride to get there? And if we have a new “Tourmeister in Training” (I’ll let you figure out that acronym)...Jim Christian!

Hey he did a great job when our intrepid leader had to bow out at the last minute because his new granddaughter had inconvenient timing on being born. Seriously Carter?...Congrats on the new grand-kiddo, “Yeeha”!!!

Jim to the rescue! All aboard for an after-Saturday-breakfast ride to Greenwood for a burger or salad. Only one dead end/U-turn. Not bad for his first attempt, and he did take us through the obligatory housing developments, and uncounted number of small side roads and turns. So we’ll forgive the U-turn. We all needed the practice anyway. After a good meal and conversation with friends, world peace can wait until next week. Back to the house for food-coma nap!

Ciao for now and Shalom!





## 2022 Signature Rides

*Landmark Rides for a Landmark Year*

Mar 30-Apr 6, Roswell, NM - **Thank God it's Spring** – The Trinity Site Excursion [Click here for GPX](#)

Apr 21-24, Eureka Springs AR – **The Roads of Spring** – The Ozark Escape [Click here for GPX](#)

Jun 16-19, Springfield, MO – BMWDFW Ride to the BMW MOA 50th Anniversary National Rally

Jun 19-24, Cape Girardeau, MO - MOA After Ride [Click here for GPX](#)

Sep 15–18, Mena, AR - Rich Mountain Rendezvous at the Queen [Click here for GPX](#)

Sep 28–Oct 2, Kerrville, TX – Texas Spelunker Tour/ MOA Getaway, Kerrville [Click here for GPX](#)

Oct 21-23, Eureka Springs, AR – Annual Fall Color Tour ([Click here](#) for event info)

*“Ride ‘em - Don’t Hide ‘em”*

### RECURRING CLUB ACTIVITES DETAIL

#### **BMWDFW Club Forum**

Our members’ forum is at the **BMWDFW Group.io** [Click here to join](#)

#### **CLUB MEETING, 7:30 PM, 2<sup>nd</sup> Tues, MONTHLY, except December**

Spring Creek BBQ, 1509 Airport Freeway, Bedford, TX. Located on the westbound access road of Airport Freeway at the corner of Forest Ridge Drive in Bedford. Dinner and social begins 6:30 pm.

#### **CLUB BREAKFAST / RIDE, 2<sup>nd</sup> Sunday, MONTHLY**

Destination to be announced each month. Watch BMWDFWGroup.io

#### **CLUB BREAKFAST, Saturday, 7:30 AM/8:45 AM**

WEEKLY. Original Pancake House in Grapevine, 1505 William D Tate Avenue, Grapevine, TX 76051, (817) 421-3444.

#### **AD HOC RIDES**

These will be announced as they come up on the Members Forum at BMWDFWGroup.io [Click here to join](#)



VINCE BRECKNER

**2022**

### **BMWDFW**

### **OFFICERS**

#### **President**

Carter Lewis

#### **Vice President**

David Frankenfield

#### **Secretary/Treasurer**

Dennis Bufton

Bedford, TX

817-475-2413

#### **Tourmeister**

Stephen Slisz

yeeha\_stephen@yahoo.com

#### **Webmeister**

Art Ullman, Jr

#### **Safety Director**

Ruben Alanis

#### **Newsletter Editor**

Don M Mills

don\_mills@sbcglobal.net



## 2022 UPCOMING CLUB RIDES & SPECIAL EVENTS

Click on the listed event for more information. [Click here](#) for the most current updated event information.

Sun - October 9 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

**DATE CHANGED**

Thu - October 20 - October 23

[BMWDFW 50th Anniversary Celebration Fall Color Ride Away](#)

Sat -October 29 @ 8:00 am - 4:00 pm

[You're Invited – North Texas Airhead Tech Day](#)

Sat - November 5 @ 8:00 am - 5:30 pm

[BMWDFW Run to 10th Annual Texas Motorcycle Revival](#)

*Burnet, Texas 2001 West State Hwy 29, Burnet, TX*

Sun - November 13 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Sun - December 11 @ 8:00 am - 4:30 pm

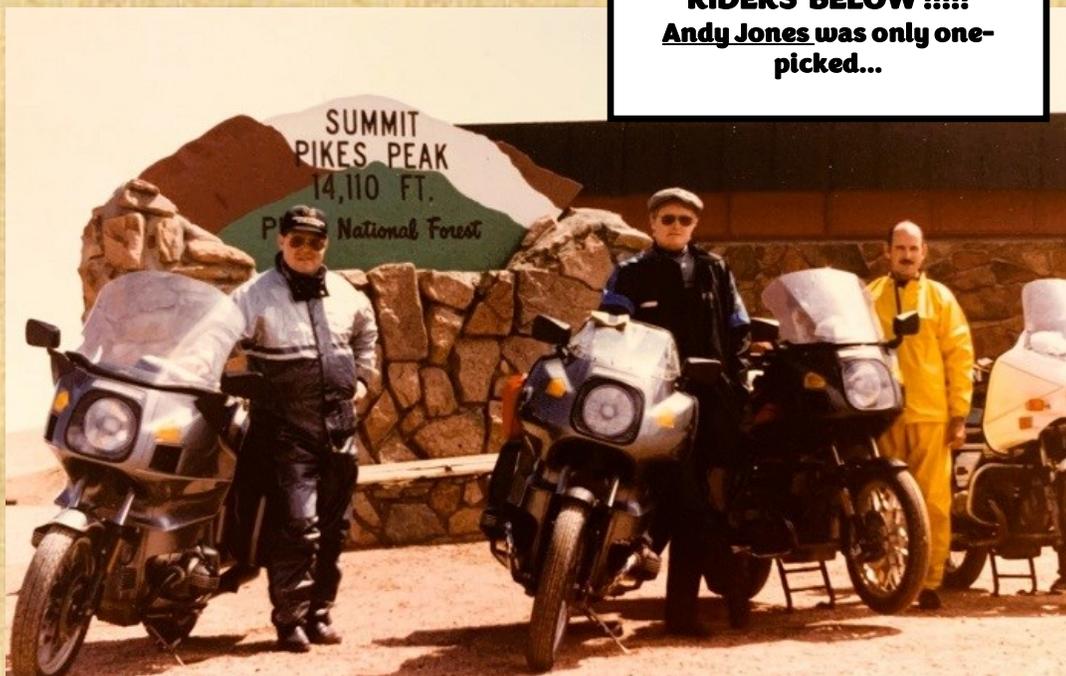
[BMWDFW 2cd Sunday Breakfast and Ride](#)

Sun

[December 11 @ 6:00 pm - 9:00 pm](#)

[BMWDFW Annual Award Banquet !!!!](#)

**NO ONE HAS YET IDENTIFIED 2 OUT OF THE THREE RIDERS BELOW !!!!!**  
**Andy Jones was only one-picked...**



**Membership**

**Meeting**

**Tuesday**

**OCT 11**

**7:30 PM**

**Spring Creek BBQ**

**1509 Airport Fwy**

**Bedford, TX**

**817-545-0184**

At Forest Ridge & Airport Freeway (Hwy 121)

