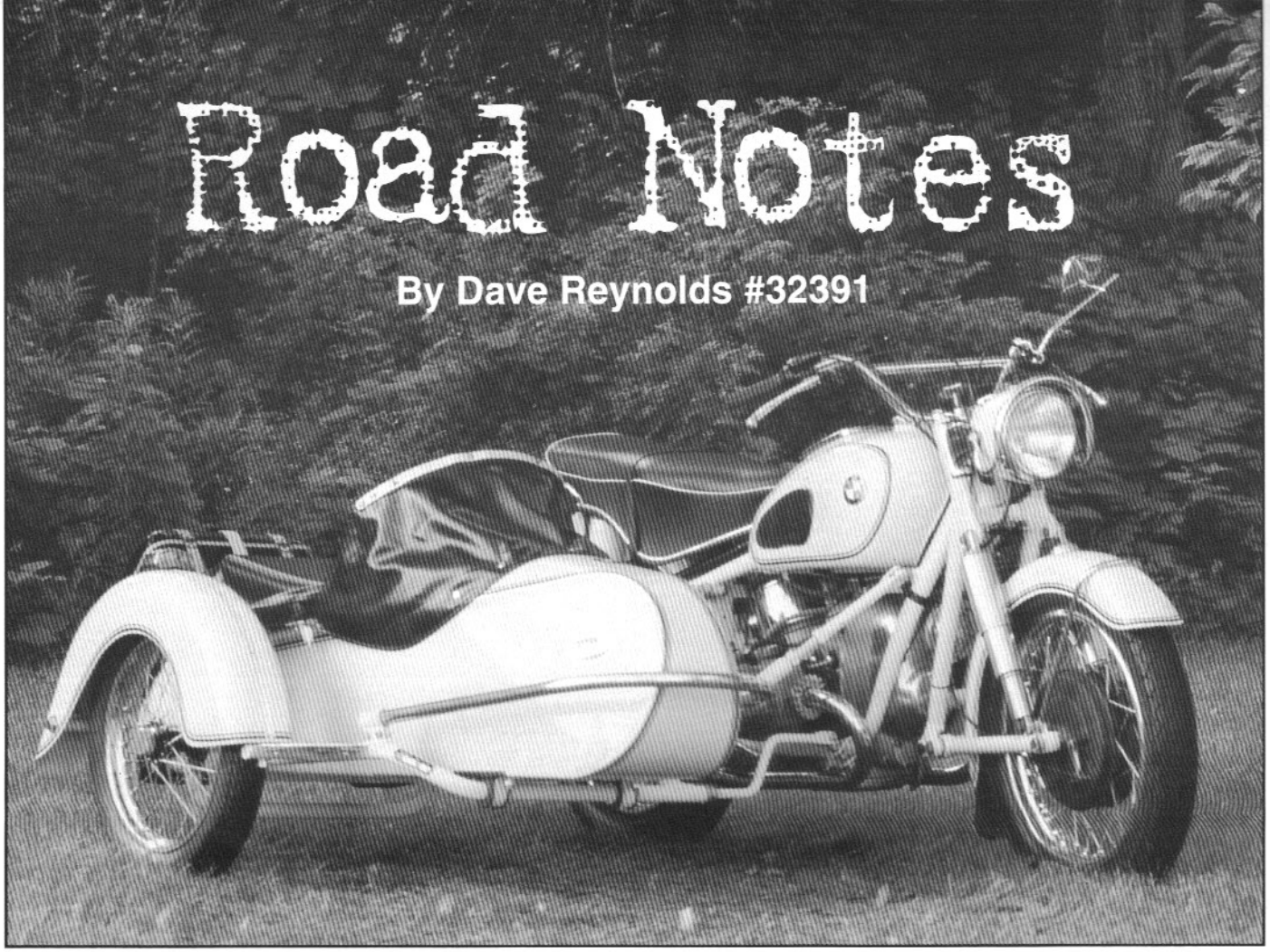
Road Notes

By Dave Reynolds #32391



...'Hope everything at the 'MOA office is coming around now that the water has slowed down. It is amazing the deluge of grief the floods have bestowed on everyone.

Anyhow, to get on with this, while Kathy and I were at the Bullfrog Rally in New York, we camped next to a man and his son from Canada. As things progressed and our neighbors settled in, I was in awe of what this man had done to his BMW/2 with sidecar. To be very honest with you, at my age there are not very many things that impress me.

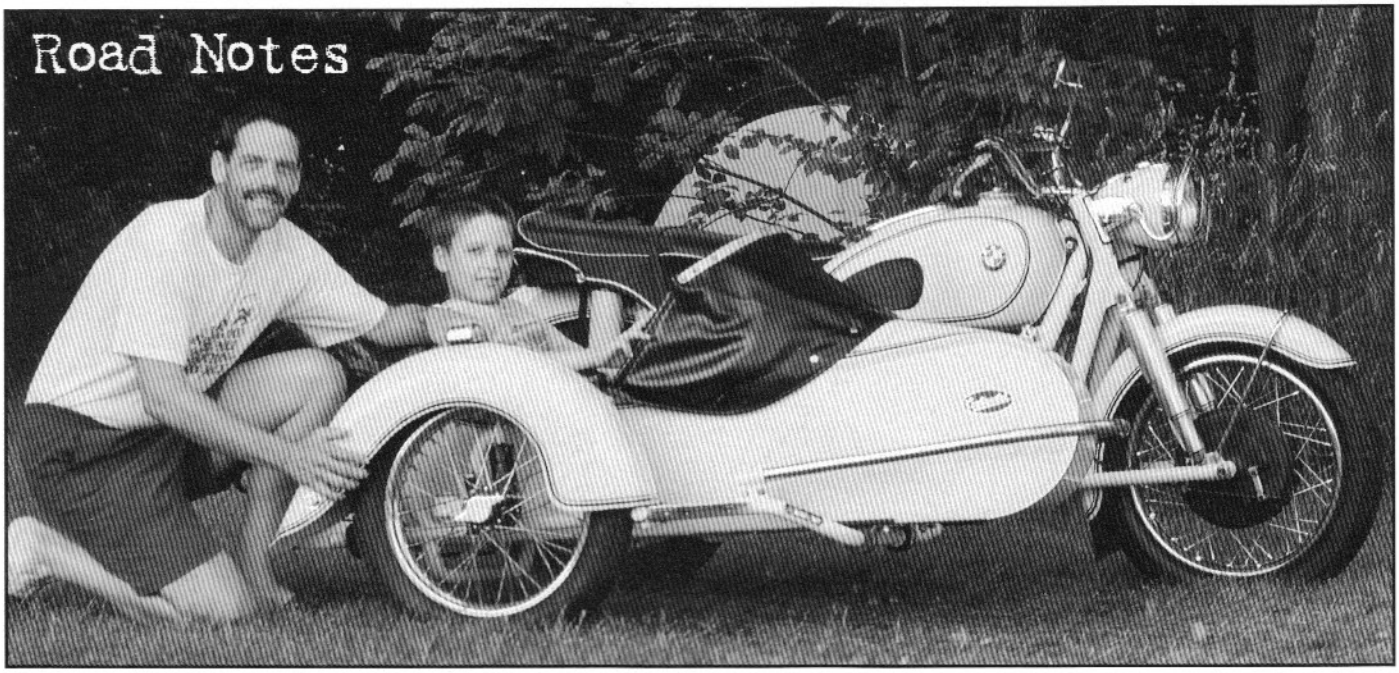
*However, **Bill Hookyaas**' commitment to excellence for the machine he chose to renew is amazing. One would never know that it took him 14 years, and a global hunt to bring this R69S to the condition it is in today. It had 500 miles on it at New York, when Kathy and I saw it, and it was new—brand new—like he bought it a month ago. Everything has been replaced/renewed. From stem to stern, valve cover to valve cover, everything!*

His dedication is inspiring to any BMW owner. I took a roll of slides and told Bill, if he could put together an itinerary of his long journey to completion and a parts composite, I would present it to you for an article for the Owners NEWS. *No guarantees. So kick back and have a good read (slides enclosed).*

After some delay I am finally back to work and have been able to copy some of my records on the bike and the sidecar for you. As you will see, the bike is a 1968 R69S, which I purchased from the original owner in 1979 when the bike was ten years old. It was in terrible shape and had in fact been stored in the proverbial chicken coop (literally). We pulled it out of the coop from under a tarp and found that feed and straw and dust had penetrated each and every part of the bike. However, after putting some fresh gas in it and kicking it a few times—unbelievably, it started. There are some definite advantages to not needing a battery to run a /2 machine. The bike has never been owned by anyone living more than fifteen miles from the original selling dealer in Kitchner, Ontario, Canada.

Well, off to my house I rode it. Only about five miles down the road, and there it sat for the next eight years undergoing a complete restoration. Chicken feed was to be found years later still coming out from the inside of switches and cavities. Since I intended to restore the bike for my personal use and enjoyment, I decided to restore it properly—not for the sake of appearances only, but for durability.

The frame was stripped and chrome plated for rust resistence prior to painting with the proper Dover white finish. Every rubber part and gasket was replaced with new material. The seat was recovered with the original new Schorsh Meier seat cover. The bulbs were all replaced with proper six volt items. The speedometer was rebuilt to new condition by VDO. Where I could, I bought extra items which in time would no doubt become even more scarce. I lo-



Bill Hookyaas and his son at the Bullfrog Rally in New York.

cated extra valves, pistons, rings and bar-end signals.

New old stock (NOS) parts were very difficult to obtain. Capital Cycle and some older dealers still maintain some inventory of older parts, but many of the rubber items were becoming quite scarce, and had to be obtained around the world: proper crank main bearings from Denmark, seat cover from Holland, VDO instrument repair from Germany, original Everbest fuel taps from Greece, Flanders headlight and taillight protection bars from California, Avon full fairing from Ireland.

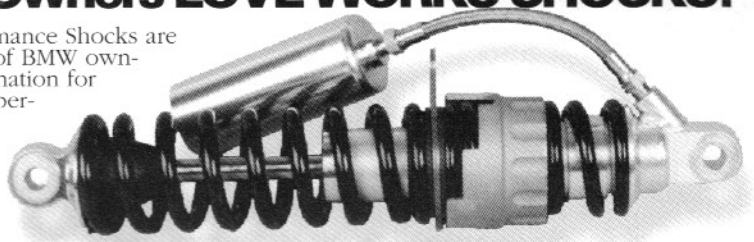
The most difficult item to obtain was the sidecar. I didn't want a restored Steib sidecar, since none of the ones I saw were in similar condition to the bike being restored (or at a price for which I didn't have to mortgage my house). I attended the India Trade Fair in Toronto in 1980 and located a company I had only heard rumors about.

This company was purported to be a former division of the Steib sidecar company of Germany. After much dialogue, it was determined that this company had gone through several name changes and was now known as Continental Suspensions Private Ltd., manufacturers of the Continental LS200 and the "rocket" body version sidecars. This company was indeed a former division of Steib, supplying the far east market.

When Steib ceased to produce in Germany, they continued producing for their market area under the former name Globe sidecars, which many will be familiar with. These units were imported through Doug Bingham at Side Strider, Inc., in California. I made arrangements to directly import two of the first Continental LS200s ever im-

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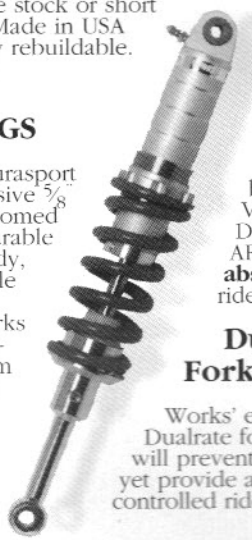


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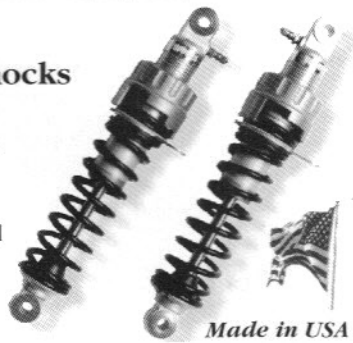
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ported into North America, serial numbers 873 and 874.

I took delivery of these units in early 1982, one in black, and one in white. I sold one unit back to the person I bought the bike from originally, and kept the second unit for myself. It was completely stripped down and refinished in the matching Dover white finish. The sidecar is an exact version of an original Swift LS200 except for not having the cabin handle on the roof. Hammond and Tenite. It features the Weather Rubber Tonneau Cover as on the last version of the Swifts that were produced. The Continental tire, was unusual in Europe, India and the motoring enthusiasts in Moscow from the Eastern Bloc countries.

The whole outfit was completed in 1982 but due to immense costs, was not registered and driven until 1985. This was only through finding an insurance company willing to insure it as an antique vehicle under a car policy. They required that I have it appraised and insured for the full amount. The appraisal was done at $10,000 Canadian, and they quoted me a premium of $96 per year.

This made it reasonable to put the bike on the road since I only intend to drive it to local rallies, shows and on weekends with the kids in the area. Regular insurance would have been around $1,500 per year, full coverage, which is not justified considering the limited use it will receive. Driving without insurance was out of the question.

Well, that's about it. The bike is on the road now, handles like a dream and idles like a marathon runner's heartbeat. It is a true joy to ride. My kids love it, especially the way it turns heads. I don't think that I will ever sell it now that I have been able to take it out and experience it from more than just an aesthetic angle.

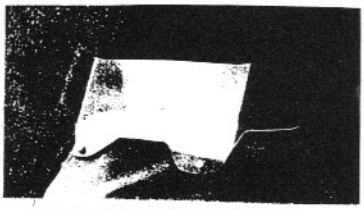
Hopefully, this brief history of the machine meets your needs. Thank you very much for your interest in my bike.

Bill Hooykaas, #12547
Burlington, Ontario, CANADA

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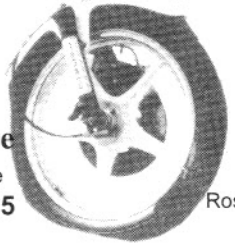
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