NEWSLETTER

Beehive Beemers Motorcycle Club of Utah
MOA 169 / RA 299



This month's Newsletter is a bit early - as Todd and myself are on a moto-trip through Western Canada for the next two weeks. We are meeting up with a buddy of mine from California (who writes for ADVMoto Magazine). He rides an Aprilia Tuareg, so we'll have to give him some gruff.

We hope to have some great pictures and stories from this trip to share with club members. One of the things I am looking forward to the most is the old (pre-pandemic) form of travel by just "winging-it". With the exception of a full day off the bikes for a midpoint rest in Vancouver, BC, we have no other reservations. We're loading up the bikes with camping gear and travel maps in hand (with a rough idea of direction and must see roads and passes), but other than that it is all about the travel with no agendas in mind.

So I've tried to make this Newsletter a little larger to get us through until October.

Aufmerksamkeit !!



Please note in the General Announcments section regarding upcoming elections and a request for volunteers and candidates because we have some much needed holes to fill. Thank you

September 2024

Is BMW Bringing ShiftCam Tech To Its Single-Cylinder Machines Next?

A new patent application illustrates how the system could potentially work.

by Janaki Jitchotvisut (Ride Apart)

On February 16, 2023, the German patent office published a BMW patent application filed in August, 2021, which specifically appears to both depict and describe the development of a ShiftCam-type variable valve timing system for a single-cylinder engine. This improvement would, according to the patent, reduce weight, fuel consumption, and emissions while also improving power and torque development—just as the ShiftCam technology already does on its larger Boxer brethren.

In this application, BMW spells out the existence of valve actuating elements that could be connected together in order to affect a predetermined valve lift and timing on one or more valves at once. Those elements could include either two or more cam pieces, or more likely one cam piece with two or more different cam contours to control valve timing for different purposes. The more compact design would inherently shave weight from the valve train, in addition to providing potential fuel consumption, emissions, and power generation benefits.

Such a system could use two or more actuation profiles for the valve train, which could be programmed by BMW (or possibly by riders, if BMW decides to allow for such a setting) depending on what enhancement characteristics are desired, such as in the case of engine mapping for selectable ride modes.

Fig. 2

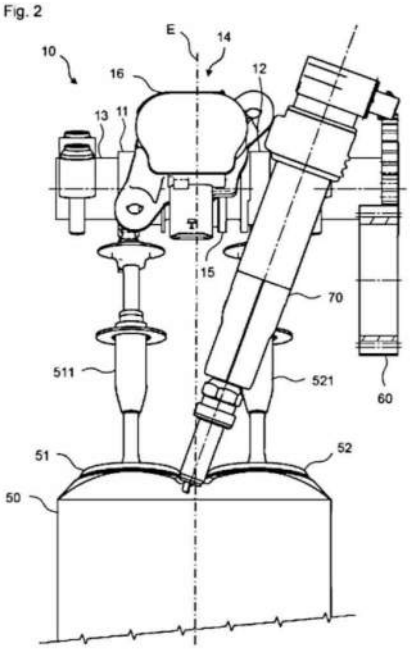
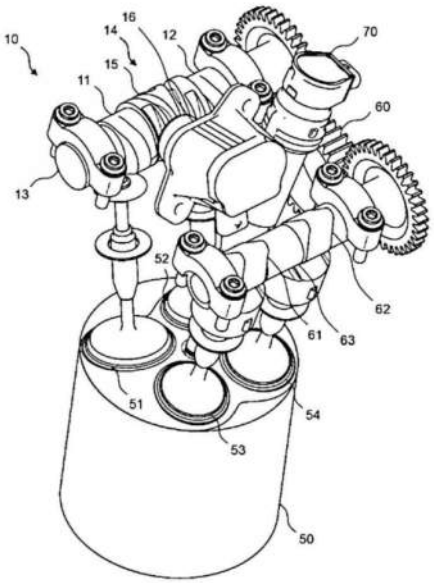


Fig. 3



Could this indicate that BMW is working on serious updates to the existing thumper found in the likes of the G 310-series? Given the company's track record of technological developments and improvements so far, as well as its general drive toward efficiencies on multiple planes, it would certainly not be a surprise if it did. There's been no official word thus far, but then again, most OEMs don't want to tell you what they've got in the oven until they've decided it's the right time, do they?

At the same time, we must also caution that while filing patent applications indicates a certain level of intention on the part of the filer, just because a patent exists doesn't necessarily mean that the thing described in that patent will ever come to fruition. For many and various reasons, development paths can change and even diverge at any point. Thus, the one thing we can tell you at this point is that a patent application for this tech definitely exists—but whether we'll actually see it in action in the future remains to be seen.

FROM THE PATENT OFFICE...

END TOPIC

BMW R10

1953/54

Motorradwerk Spandau, Berlin, Germany



The German manufacturer almost entered the scooter segment nearly 70 years ago.
In the early 1950s, BMW produced a pair of scooter prototypes it called the R10.

The first prototype produced in 1953 was equipped with a 175cc Single producing about 8hp while the 1954 prototype was equipped with a 200cc producing about 10hp. Unlike the successful Vespas of that era (and predating the Italian Lambretta LI Series by a good few years), the BMW 1954 R10 scooter prototype had a large fairing that served as both leg shield and front fender. The end result however made it look a bit like a cyclops version of Snoopy from Charles Schultz's "Peanuts" comic strip.

Longitudinally mounted, air-cooled single-cylinder four-stroke engine with vertical valves

V1: foot-operated three-speed gearbox on right side of the sprung rear wheel. V2: manual gearbox with a cardan drive on the left side of the sprung rear wheel

10 inch disc wheels / single-sided swing arms / drum brakes



1953 wood sculpted design prototype

The streamlined, fully enclosed bodywork without removable sidepanels, and the large integrated front mudguard are a typically Germanic approach – one adopted by Glas Goggo, Heinkel, Zundapp and Maicoletta…although many of those German scooters didn't looked as elegant as this Beemer. The one weird design decision they made for the version two in 1954 was to incorporate the horn right at the front of the mudguard… totally throwing off the sensuous, smooth Italianate curves.





The R10 scooter never entered production – only being pulled at the last minute in favor of the BMW Isetta bubble car.

So, if BMW had gone all in on this scooter would we all be riding around on Beemers instead of Lambrettas or Vespas? Maybe.
Or maybe, it would have been a modest domestic success in Germany, like the other aforementioned brands – never quite attaining the indefinable cosmopolitan appeal of it's Italian rivals. Who knows?!



photo by Bryan Cody

Personal note (Bryan Cody):

I was fortunate to see (and walk around) the 1953 R10 up close during the 100 Year Motorrad celebration at the BMW Museum in Munich.
It is normally on a display wall among many other models of that era (my photo to the left).

I can say - as a former classic Vespa owner - this goofy little guy was really cool and different. It looked solid and curvaceous (not cheap).
It had a character all it's own.

I wish they would have produced them.

END TOPIC

BMW's New CEO Says They're Looking at a MotoGP Entry

"If we want to continue to be successful around the globe, then I would like to do racing around the globe."

by Jonathon Klein (Ride Apart) May 29, 2024



There's been a lot of talk about BMW entering MotoGP in the last few years. Rumors swirl, comments are misheard, and there's always hubbub around the paddock as loose lips are everywhere.

But little has ever materialized from any of it apart from the occasional sound bite from those most definitely not in the know. Likewise, the company is still dedicated to the World Superbike Championship (where it currently leads the Constructors standings. It's very much comfortable in its racing place. At least, that's what you'd think.

A few things have changed, however. MotoGP's been bought by Liberty Media, the owners of Formula 1, there's a rule change coming up, and BMW has a new CEO in Markus Flasch. The latter of which made some interesting comments about the brand's potential MotoGP ambitions at the launch of the R 20 Concept at Ville d'Este.

"First of all we are the leading premium motorcycle manufacturer in the world," says Flasch, adding, "We consider ourselves number one and there is a champion's league of racing and the champion's league is MotoGP."

"Secondly, World Superbike, if you only look at the sport, it's very attractive," Flasch states, but tempers it by adding, "But it's only a European championship with one race in Australia." And he's not wrong. While the racing is excellent, few outside the industry and die-hards know about WSBK. They do know about MotoGP, though.

"If we want to continue to be successful around the globe, then I would like to do racing around the globe," Flasch states. That sure as hell seems to indicate that BMW is actively looking at a MotoGP entry.

MOTORRAD SPORTING NEWS...

And Flasch adds further fuel to the fire.

"And the third, I think with the presence that MotoGP will receive even more in the future with Liberty Media taking over, and we see what happened to Formula 1 when they took over, I see the significance of MotoGP to be rising," he says.

"We seriously consider it and we have to consider going there. But what we have not done yet is making any decision," Flasch adds, further stating, "We're just starting right now. Investigating how we could do it. If we arrive at the point where it is feasible then we'll make a decision."

And as to what would hinder such involvement, Flasch states, "Cost. It's an investment into the brand. And, as you know, with marketing, it's always hard to tell if the first or the second $50 million that you spent was the right $50 million. It's not exactly something you can do your due diligence on."

Obviously, Flasch doesn't want to or can't reveal his full hand right now, but based on the moves he's made since becoming CEO, the comments above, and the changes coming to MotoGP, it sure as hell sounds like BMW might be back in MotoGP for the 2027 season. That'd be pretty exciting, even if the brand couldn't use that dope active aero setup it patented a few months ago.

(below) BMW M 1000 RR superbikes

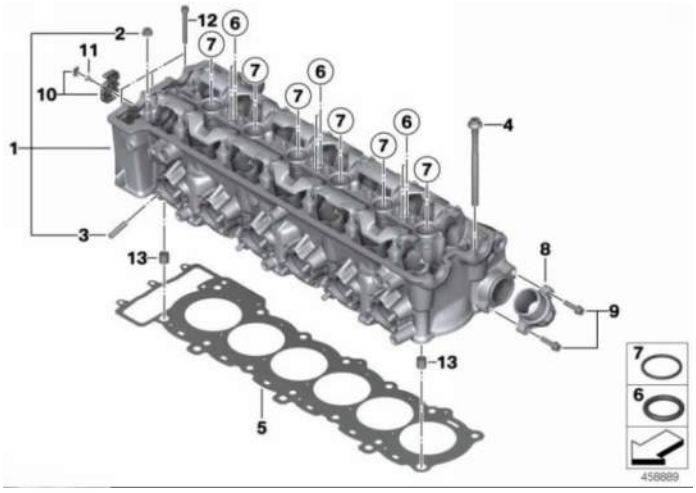
BMW Motorrad Motorsport 2024 FIM Superbike World Championship (WorldSBK) line-up. The two teams, the ROKiT BMW Motorrad WorldSBK Team and the Bonovo action BMW Racing Team, as well as the four BMW Motorrad WorldSBK factory riders Toprak Razgatlioglu (TUR), Michael van der Mark (NED), Scott Redding (GBR), and Garrett Gerloff (USA)



END TOPIC

NUTS & BOLTS

General Announcements & Information



Board Positions / Elections

For any club member wishing to run - or wanting to nominate someone - for any Board Member position, please email Bryan Cody (bcody.01@gmail.com)

Nominations are open until October 20th. Club members interested in the positions and roles can email for more information. Though Officers currently holding positions are willing to fulfill those roles again next year, any position is available for elections.

We are currently without a Vice President, however.

The November Newsletter will announce candidates for board positions, and email ballots will be sent to active club members. Ballots need to be replied to by November 20th, and election results will be announced in the December Newsletter as well as at the Christmas Party.

Needed for 2025: Vice President / Brunch Organizer

The club is in need of a Vice President. This position has been unfilled during the 2024 year and those responsibilities have been covered by Bryan Cody, Newsletter Editor.

The main responsibility is to help organize the monthly brunch meetings - and it is preferred to be held by a club member that consistently attends the monthly meetups.



We currently have 10 establishments we frequent (though we are always open to finding other places willing to host our groups), so the main focus is sending out the reminders and notifying the establishment of our attendance for that month.

In 2025, Bryan Cody will not be able to organize the brunch meetings due to his work that will be taking him out of state a week to two weeks every month and thus will not be able to attend many of the meetups. He will, of course, continue to publish our Newsletters.

Again - it is preferred to have a club member that can attend the monthly meetups as the point person (between the club and the restaurants) otherwise we may have to default back to open buffet type restaurants that don't require a reservation (i.e. Golden Coral).

MEETING MINUTES

Board Meeting

August 8, 2024

Attending:
Todd Bingham (President)
Dave Rustler (Treasurer)
David Gellner (Secretary)
Bryan Cody (Newsletter)

Item 01: End of the Year / Christmas Party

Discussions regarding the Christmas Party's location and format were made.
Both Todd Bingham and Dave Rustler are looking into / following up on two places. One is a restaurant and the the other is a catered location.
Prices and availability are being negotiated and the intent is to lock it down soon.

Item 02: Election Format:

Discussion included changing the election format to email/mail ballot to all active members in November, and results announced in December.
Previously the elections were held at the Christmas Dinner, but was always limited to those who attended. The new format allows for all active members to cast a vote.

Item 03: Officer Nominations:

A call for volunteers and/or nominations will be sent out (in the Newsletters), and are open until October 20th. The November Newsletter will present those club members wishing to be on the Board for members to elect / approve.

Meeting was adjourned.

Monthly Breakfast

August 10, 2024

Carlos & Harley's
5510 E 2200 N, Eden, UT 84310

RVSP'd for the brunch: **8**
Attended: **20 people**

Unfortunately the restaurant was under staffed because I had told them the day before that we had around 10 people attending (to which they said a reservation would not be needed). So the wait time on Saturday ended up being long, and the one waitress didn't have time (nor willingness, rightly) to breakout multiple checks while neglecting her other customers.

Again - the RSVP is not for my count - it is for the restaurant (and their readiness).

END TOPIC

BUSINESS AS USUAL

Membership Renewal

Club renewal membership can be obtained via the club's website: https://beehivebeemers.org/

Click on the “Join/Renew” tab, fill out the renewal information on the form and use PayPal for payment. You should receive a confirmation from the Treasurer.
Of course, you can always print and mail your membership renewals, along with a check, to our mailbox.

Beehive Beemers Motorcycle Club of Utah
P.O. Box 521683
Salt Lake City, UT 84152-1683

EUROSPORTS UTAH / BMW Motorcycles of UTAH

Eurosports Utah (formally Harrisons) generously offers a 10% discount to our club members on parts, accessories, and apparel.

Check out their ever expanding apparel and gift items. If there are licensed BMW items that you would like to see added to the sales floor, please let them know, as they would appreciate input from their customers.



Share your trips!

I am encouraging members to get involved by sharing their stories that I will publish in the Newsletters. Reach out to me about your trips and rides. Let me help share your adventures and photos with our members as well as those interested in joining our club.
(re: 2023 Spring Q/2 Quarterly for examples)

You can either write the story - or send me the bullet points and I'll be happy to create the narrative.

Things I know people like to see: route map, points of interest, and fun unique places to eat/drink/lodge.

August

25

EUROSPORTSUTAH

TRACK EXPERIENCE

https://euroutah.com for more information, pricing, RSVP

Utah Motorsports Campus
Grantsville, UT 84074

Sept

14

Saturday Lunch
10:00 am

HANNA HILTON CAFE

UT-35, Tabiona, UT 84072

Oct

12

Saturday Lunch
TBD

OAKLEY DINER

981 W Weber Canyon Rd,
Oakley, UT 84055

UPCOMING EVENTS

Monthly club meetings are the second Saturday of each month (unless noted otherwise). Recommendations are welcomed. Reminders and RSVPs will be emailed to members one week prior to breakfast/brunches.

Please note that event dates, locations, and times are subject to change. Any changes, additional information, and updates will be emailed to club members, updated to website, and announced in the monthly Newsletter sent by the 1st of every month.

November

9

Saturday Brunch
TBD

GARAGE on BECK

1199 Beck St, Salt Lake City,
UT 84116

END