NEWSLETTER

Beehive Beemers Motorcycle Club of Utah
MOA 169 / RA 299

December 2024



Firstly, I would like to thank David Ruster for all his efforts in organizing this year's celebration.

Nomad Kitchen at Uinta Brewing Company

Uinta Brewing Co.
1722 S Fremont Dr (2375W 1700S)
Salt Lake City, UT 84104

Saturday December 14th. 6:00 - 9:00pm

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One the menu: House Salad, Mac Salad; Sticky Pork Ribs, Chicken Marsala w/ Linguine Noodles; Potato Leek Gratin, Roasted Vegetable; Pumpkin Bread Pudding w/ Caramel and Cream.

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There is plenty of (free) parking at the Brewery.
We look forward to seeing everyone.

Yesterday's Tomorrow

The 1980 BMW Futuro

Futuristic yet Bizarre 80's Concept

Bryan Cody: As an architectural engineer I am always fascinated with design directed by mechanics/engineering. It always produces either some of the greatest concepts or disastrous failures. Rarely is the harmony of design and engineering equally achieved.

This is NOT an example of that accomplishment. But I love it all the same. The design may be anything but practical, but some of the concepts were a head of its time (i.e. airbag suits, crumple panels to absorb a crash, aluminum and kevlar)

With the recent concept releases from BMW Motorrad (The R20 and the F450gs), I thought I'd share a story about a big conceptual release (and departure) from BMW Motorrad's past. Many have probably seen the old technical illustration of the Futuro, but here is a little history.

You may also notice some modified elements that did carry over to the 1988-89 K1 (rear end, tank pad wrap).



text: The Bear of Adventure Rider photos: BMW

It might be hard to believe today, but there was a time when we nearly lost BMW motorcycles. In the 1970s, the board was beginning to despair of the future of its by now minor division. Bikes might have been what saved the company in the ‘20s, but 50 years later sales were down and continuing to fall, and the fact that this was BMW’s own fault hadn’t penetrated. It would take Hans Muth to revive the marque with his design of the beautiful R 90 S, but he wasn’t the only one who worked on the salvation of the bike division. He was, however, the successful one.

Another project did not do so well. We should probably be grateful to the gods of the road for that.



On the stand at the Cologne show, the futuro was sadly overshadowed by the Katana and the CX500 Turbo.

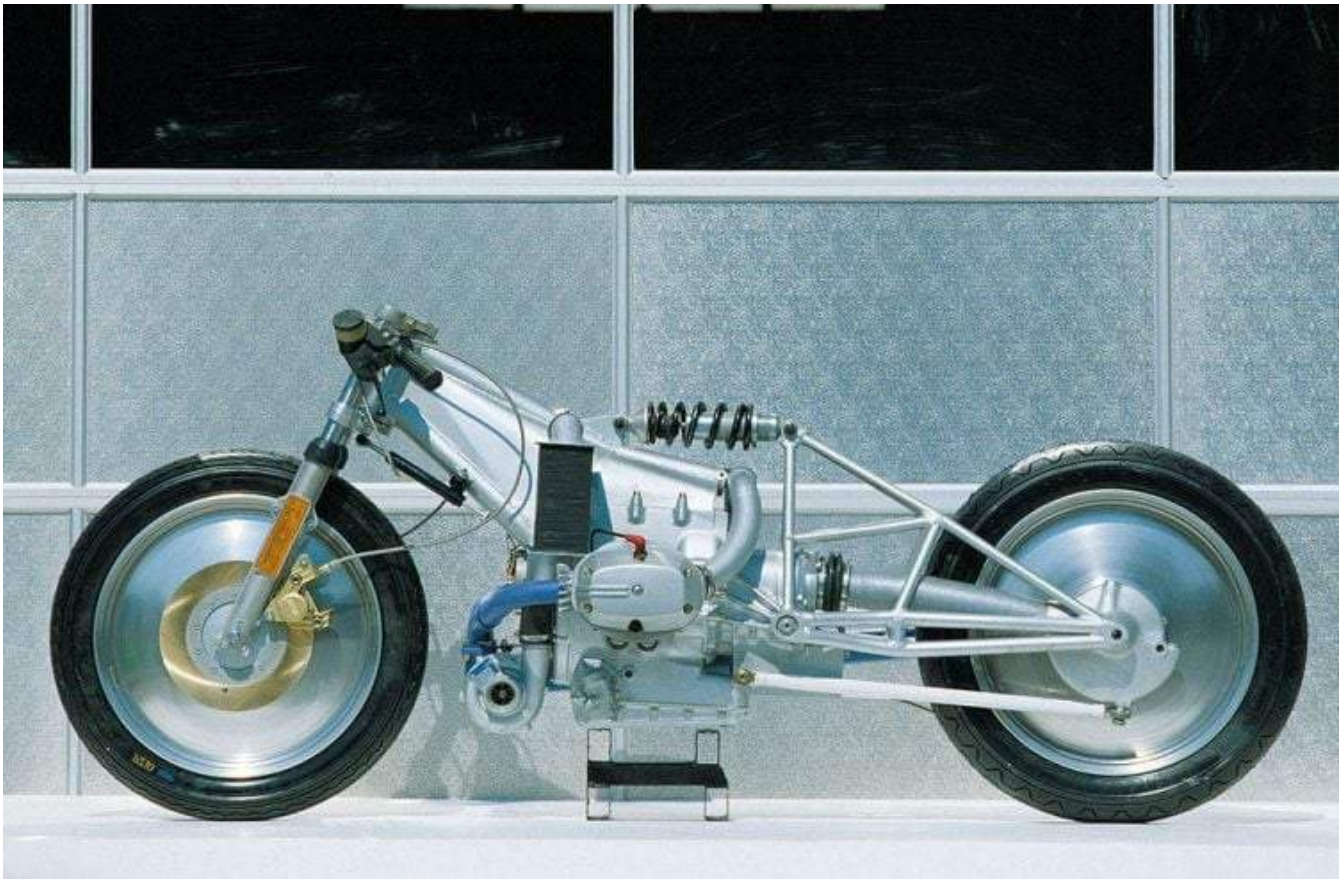
In the summer of 1979, the company board decided that BMW needed to show that its horizontally opposed twin with shaft drive was not, as many people were saying, a tired relic. They also wanted to put the Japanese on the back foot by doing something novel very quickly. But they didn't trust the motorcycle division with the project. The press release noted that the bike people "had more than enough to do with current development work (and maybe because they were a little scared of in-firm nearsightedness, which they did not want to risk)".

Yes, that was in the press kit that was released when the resulting study, the 'Futuro', was show at the Cologne Motorcycle Show in 1980. You don't see that kind of naked honesty these days.

But perhaps those words reflected the tension between different sections of BMW; the motorcycle division was not yet 'BMW Motorrad' with its own board, but just a part of the mother company. Nobody is really sure why, but the contract to develop the Futuro study went to a Frankfurt firm, B&B, which had had never had anything to do with motorcycles. They had mostly produced things like modifications for Porsches and electronic dashboards for VW Rabbits.

Predictably enough, they created what looked like a two-wheeled car.

The development engineer responsible for the Futuro, Eberhard Schulz, had never worked on a motorcycle before. He had carte blanche, being told to come up with a design “completely regardless of current technical feasibility”. He also had at call the skills of people like former BMW director and “motorcycle whisperer” Helmut Boensch, engine specialists Dr. Schrick, experts from the Batelle Institute and experts from TuV. Oddly enough, he came up with a perfectly technically feasible vehicle. An expensive one, it’s true, but not a truly futuristic one.



(above) The cantilever suspension was new – unless you looked back far enough into Vincent history…

(below) I’m not sure if the pillion was intended to follow the rider as he flew over any obstacle in a crash.



BMW had learned from the development of Hans Muth’s R 100 RS that optimised aerodynamics could make a big difference to the performance, and that lesson was applied to the Futuro along with drastically reduced weight of 180kg. Aluminum, carbon fibre-reinforced plastic, titanium and Kevlar were incorporated in the bike, but apart from the cantilever rear suspension and sintered brake discs (not entirely new) there was not really much new technology. Well, apart from the VW Rabbit-like dash.

It’s difficult to understand why B&B went for a turbocharger for the 800cc boxer engine. The stated intention was to improve low and midrange performance, something that a supercharger does much better – and BMW had substantial experience with superchargers on its race bikes. Perhaps it was the knowledge that the Japanese were working on turbocharging bikes that convinced B&B to do the same.

The turbo made the exceptionally light bike quite quick, and possibly as a way of diverting criticism from a motorcycle that could reach well over 200km/h, BMW and B&B described the Futuro as a safety design. Various bits of it, including the disc wheels, were intended as crumple zones and the seating position was set up so that the rider would be propelled over the obstacle in case of a crash. There was even a suit designed to be worn with the bike which had airbags built into it.



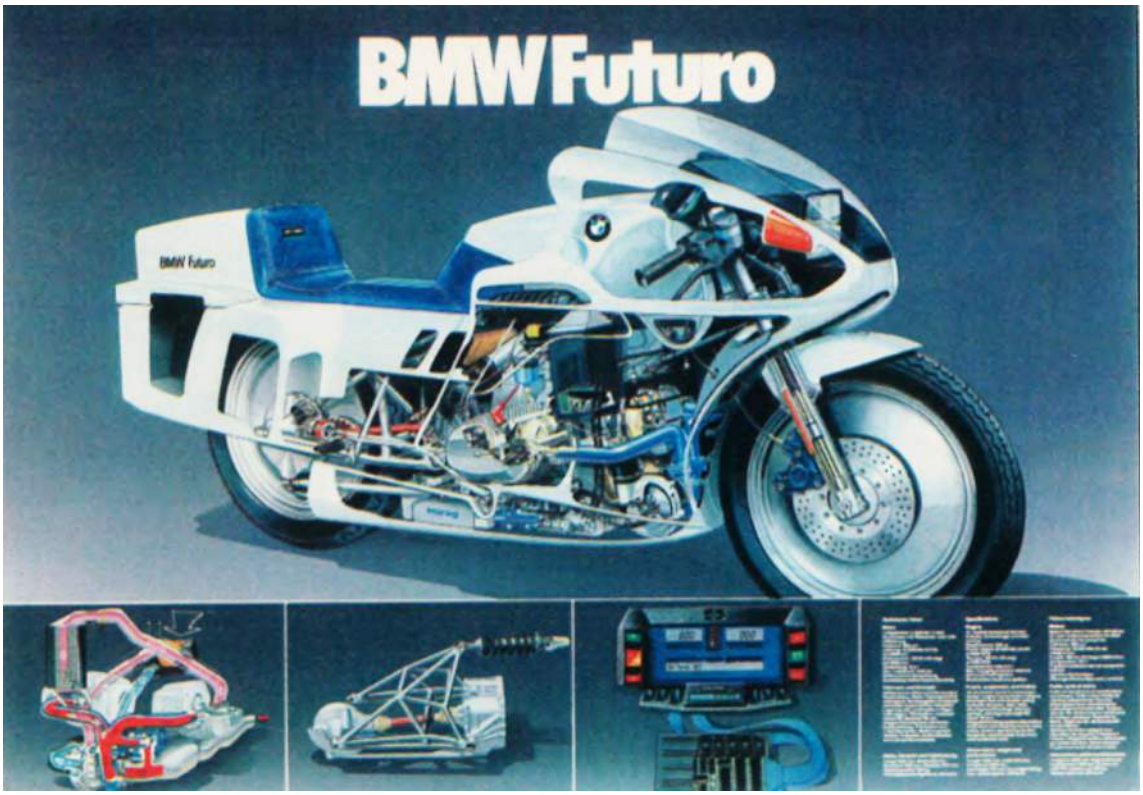
The seat, I suspect, shows just how little the designers knew about motorcycles.

The press release concludes rather gnomically that “One thing is certain: the typical BMW qualities of today will still not be yesterday’s tomorrow.”

The Cologne show must have provided sweet revenge for designer Hans Muth. Stymied again and again at BMW, he had gone to Suzuki to realize his most dramatic dream – the Katana. It debuted at the same show as the Futuro and, along with Honda’s CX Turbo sucked up all the oxygen in the show’s halls. As for getting ahead of the Japanese, the Futuro was a design study which BMW itself acknowledged would never be built as such – while Honda’s Turbo was already a production model.

NUTS & BOLTS

General Announcements & Information



Aufmerksamkeit !!



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).

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.

December

14

Annual Holiday Party
6:00 - 9:00pm

Nomad Eatery @ Uinta Brewing Co.

RSVP REQUIRED

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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.

Don't Forget to RSVP by Friday December 7th

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