NEWSLETTER

Beehive Beemers Motorcycle Club of Utah
MOA 169 / RA 299

1923: Origins

1935: Hydraulic Telescopic Fork

1936: Kompressor

1960: Hydraulic Steering Damper

1969: Berlin Factory, Solid Forged Crankshaft; Factory Colors

May 2026

Innovation Timeline: New manufacturing plant for the 'modern era' Motorcycle - and colors!

In the mid-1950s things got "crowded" at BMW with the established Motorrad division and the ever growing automobile development. In autumn 1969, perfectly timed, BMW unveiled its all-new /5 series – the first to be produced at the new BMW motorcycle plant in Berlin-Spandau. The BMW Motorrad division would relocate and build out of Berlin, while the automobile division would completely take over the Munich plant.



In keeping with tradition, the /5 motorcycles were powered by the successful boxer engine – although the design of the new unit had little in common with previous boxers. The crankshaft was now forged in a single piece and ran on plain bearings, and the camshaft was located below it. For the engine casing, the engineers continued to use a tunnel design, albeit a much stiffer one that offered sufficient scope for additional engine capacity. The chassis, meanwhile, was completely new. The series ranged from the 24 kW (32 hp) R 50/5 and the 29 kW (40 hp) R 60/5 through to the top-of-the range R 75/5 with a whopping 37 kW (50 hp) and a top speed of 175 km/h.

In 1972 BMW would also begin offering factory colors for the new era /5 bikes, starting with metallic blue, gold (curry), and silver, and following with red, green, and white in 1973.



Previous BMW's were nearly all Avus Black (with an occasional special factory white) for the public, and Authority Green for the police.

The Bike Built For War, That Never Reached The Battlefield: **Harley Davidson's BMW Clone**

by Rob Brooks | Jan 12, 2023 | Legendary Bikes



The first time I ever laid eyes on a Harley-Davidson XA was at my friend John Landstrom’s establishment, Blue Moon Cycle, about 7-8 years ago. John has a vast array of historic North American and European motorcycles in his collection/museum, and when I came across the XA in his World War II display, I wasn’t quite sure what I was looking at. Is it a Harley? Or a BMW? Maybe a Ural knockoff of a BMW, in Allied livery? I was so confused. John proceeded to share with me a bit of the history of the XA model, and I was intrigued, being a history buff. This was a piece of Harley history I was unaware of. I later encountered one at the Harley-Davidson Museum in Milwaukee, and knew one day we’d have to tell its story.

During the Second World War, fast, light, maneuverable and mobile armor became a must on the battlefield. Germany’s “Blitzkrieg” method of warfare forever changed combat strategy, tactics, and weapons, with all forces and both sides of the conflict looking for effective solutions. Germany’s BMW R71 and R75 motorcycles and sidecar rigs proved affordable, highly efficient and easy to maintain in the harsh conditions of the often rapidly shifting frontlines, and Russia even copied these with their own IMZ-Ural M-72.

Harley Davidson XA (the US's BMW Clone)



Harley-Davidson had been supplying the U.S. Army with their famous WLA model, running its traditional 45-degree V-twin mill, but in light of the durability of the BMW R71, top brass asked Harley for a new model, one with a shaft drive and rear suspension. The Motor Company set to work on a design based on Germany's competent Beemer, and the XA (Experimental Army) was born. Sporting that distinctive flat twin boxer engine in side-valve and overhead-valve variations, running on a sealed shaft drive rather than chain or belt, and plunger rear shocks rather than the HD hardtail frame, the XA looked to be the new 2-wheeled standard bearer for the U.S. military.





Alas, it was not to be. By the time the XA came to production, the U.S. Army had discovered and decided on the Jeep as their general-purpose, do-everything small vehicle of choice for their troops. The Jeep, of course, became the stuff of legend, and the XA disappeared into history. Only about 1016 XAs ever rolled off Harley's assembly lines, none of which ever made it to the frontlines, neither in North Africa, the Pacific nor European theaters.

The design was actually quite reliable, with its solid shaft drive and that horizontally-opposed twin. According to the American Motorcyclist Association's Motorcycle Hall of Fame, which also has one on display, "Mechanically, the large cooling fins stuck straight out in the breeze, reportedly keeping the XA's oil temperature 100 degrees F (38 C) cooler than a standard Harley 45." When the contract with the Army fell through, the engine configuration was sent by H-D to Detroit Wax Paper for testing as a possible generator set, to Willy's-Overland (ironically) as a possible small tank motor in 1943, and to Servi-Car for a post-war prototype "Model K' in 1946. None of these ever saw production, however.

The bike featured here is on display at the Throttlestop Museum in Elkhart Lake, Wisconsin.



Registration is Open!

Visit idahobmwriders.com or use the QR code below

All Motorcycle Brands are Welcome

Your registration for the Idaho Stomp includes:

- **Three dinners (Thurs. – Sat.)**
- **Three light breakfasts (bagels, fruit, yogurt and coffee, Fri. – Sun.)**
- **Plenty of room for tent camping and DRY RV camping**
- **Showers and restrooms available**
- **Phone charging station**
- **Air-conditioned hall where you can relax and enjoy your meals**
- **Door prizes and awards on Saturday night**
- **50/50 drawing**
- **Frontier Motel & RV Park is within walking distance of the Fairgrounds (for reservations contact: 208-257-4000)**

The cost is $120 (youths under 15 yrs., $50)
Please contact us with any questions: info@idahobmwriders.com

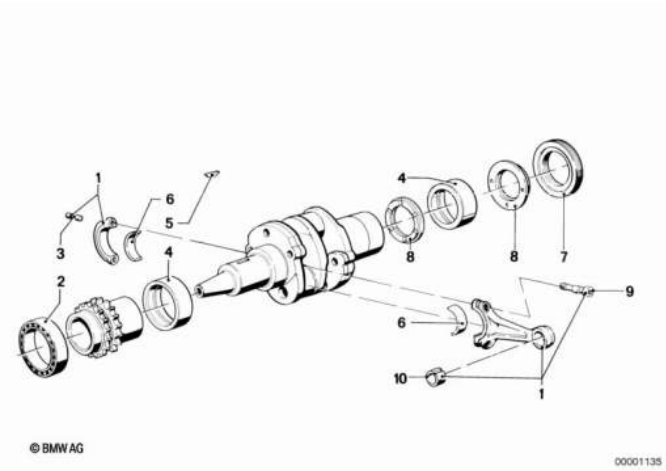
BMW MOA
BMW MOTORCYCLE OWNERS OF AMERICA

Idaho BMW Riders idahobmwriders.com info@idahobmwriders.com

NUTS & BOLTS

General Announcements & Information

Volunteers - and Officer Positions (2027)



If you are interested in helping out with the club, please contact Peter Ballentine, or reach out to me at: utahbeehivebeemers@gmail.com.

As the weather gets nicer, we'd love to have people help with creating group rides. If anyone is attending neighboring State Rallys, let me know and we can make an announcemnet to see if others are also attending - and we can create a safe riding group (as well as represent our club at the Rally).

It also doesn't hurt for us to start asking early for people to run for Officer positions. For 2027 we are going to need someone to fill the roles for Secretary and Newsletter Editor. If you have question about the role of those positions - or any position, please reach out to us. Thanks!

Rev Up for a Beehive Beemers Scavenger Hunt Ride!



Are you up for a little friendly competition? We're exploring the idea of organizing a scavenger hunt-style ride contest for Beehive Beemers members, and we want to know if you're in!

Here's the idea: participants will receive a list of locations to track down and snap a photo at each one. Prizes will be awarded to the top three to five finishers. It's a great way to explore some new roads and have a blast with fellow members — all while doing what we love most.

To make this happen, we'll need a minimum of 15 riders signed up, so spread the word! If there's enough interest, we'll get to work on the details and announce dates, locations, and prize information.

Think you've got what it takes to claim the top spot? We'd love to hear from you!

If you're interested in participating, please send an email with subject title, "Scavenger Hunt" to utahbeehivebeemers@gmail.com.

Let us know you're in, and feel free to share any questions or suggestions. The more riders, the better the adventure!

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.

May

9

Saturday Brunch
11:00 am

Gracie's Bar & Grill

326 S W Temple St, Salt Lake City, UT 84101

May

15-17

EUROSPORTSUTAH

14th Annual Spring Ride / Bryce Canyon

https://www.euroutah.com/ for Info and RSVP

June

13

Saturday Brunch
11:00 am

Roostes Brewing Co & Eatery

748 W. Heritage Park Boulevard, Suite 101, Layton, UT 84041

UPCOMING EVENT

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.

May

30-31

EUROSPORTSUTAH

ADV Clinic with Shawn Thomas & Louise Powers

https://www.euroutah.com/ for Info and RSVP

July

11

Saturday Ride & Lunch

Jalisco Mexican Grill

197 Bear River Dr, Evanston WY

END