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

1973
Factory Fairing; Twin Disc Front Braking

1980
R 80 G/S

1988
Full Body Fairing; Anti-Lock Braking System

1993
Telelever Suspension w/ Paralever Swing Arm

Innovation Timeline: Shorter braking distance: Combination of Telelever, Paralever and ABS

The double joint swing arm designed by BMW Motorrad – called Paralever – essentially eliminates the disturbing transmission of drive forces to the suspension and is demonstrated with the R 80 GS and R 100 GS models in 1987, but by the 1990s it found its way on many models.



The BMW R 1100 RS is the first standard production motorcycle with Telelever front suspension combined with a Paralever rear wheel swing arm. Here, the Telelever acts like a mechanical anti-dive system and provides optimal grip even during full braking. Combined with ABS, the braking distances are significantly shortened once again.

Demand For BMW's New Small Off-Road Motorcycle In India Is So Crazy, They Stopped Orders

by Enrico Punsalang Rideapart.com

The BMW F 450 GS has reportedly become so popular in India that some buyers are facing waiting periods stretching close to a year. Reports also suggest dealers have stopped accepting fresh bookings in certain areas until later in 2026. On the surface, it sounds like a straightforward story about a new motorcycle selling better than expected. Look a little closer, though, and it highlights something much bigger than a single BMW model.

For years, motorcycle manufacturers operated under the assumption that riders were always dreaming of bigger, more premium machines. More displacement meant more performance, more prestige, and supposedly more desirability. Every new generation brought bigger engines, more technology, and higher prices. Yet while manufacturers continued moving upward, many riders started gravitating in the opposite direction, choosing motorcycles that delivered enough capability without the compromises that often come with excess size, weight, and complexity.



That's what makes the F 450 GS such an interesting case study. This isn't a bare-bones beginner bike. It carries the same GS badge that has become synonymous with adventure touring, while packing a parallel-twin engine producing nearly 48 horsepower, modern rider aids, and a TFT dashboard. More importantly, it packages those features into a motorcycle that remains approachable and manageable without sacrificing the premium experience buyers expect from BMW.

The adventure segment has spent the better part of two decades chasing bigger numbers. Engine displacements climbed well beyond 1,000cc, horsepower figures increased steadily, and curb weights followed the same trend. The resulting motorcycles became incredibly capable, but they also became increasingly specialized. Many were built to cross continents and tackle extreme terrain, while the average owner was far more likely to spend weekends exploring backroads or commuting to work than crossing the Sahara.

That disconnect created an opening for motorcycles that prioritize usability over excess. Riders have discovered that a machine weighing under 400 pounds can be more fun day-to-day than one approaching 600 pounds. A motorcycle with 45 to 80 horsepower can comfortably cruise at highway speeds, carry luggage, and handle dirt roads while remaining easier to maneuver, easier to pick up, and less intimidating when conditions get challenging.



The popularity of motorcycles such as the Yamaha Tenere 700, Honda NX500, Royal Enfield Himalayan, and CFMoto Ibex 450 reflects that shift. Riders aren't choosing these bikes because they're settling for less. They're choosing them because the balance of performance, weight, and practicality aligns more closely with how they actually ride.

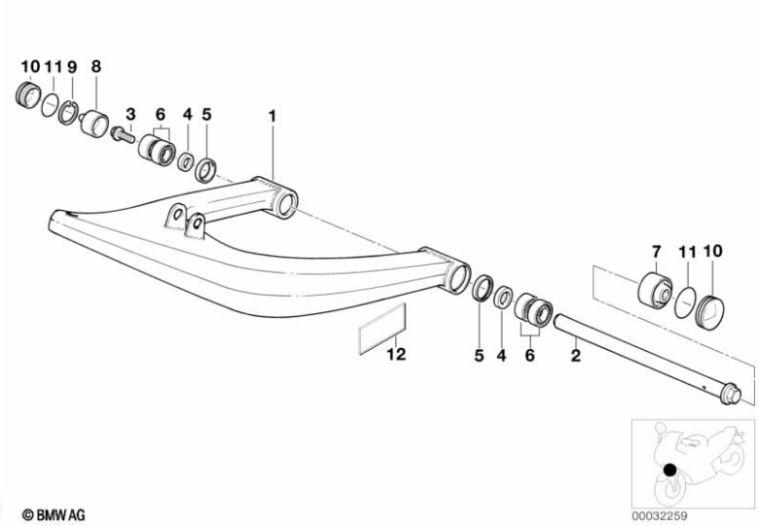
What's particularly revealing about the F 450 GS is that demand remains strong even in markets where pricing isn't especially aggressive. In the UK, the bike starts at £6,990, while estimates place US pricing somewhere around the $9,000 to $10,000 mark. Buyers aren't flocking to it because it's cheap. They're attracted to the idea of a premium adventure bike that delivers most of the capability they want without requiring them to manage an oversized machine every time they leave the garage.

In many ways, the waiting list itself isn't the story. The bigger takeaway is that BMW may have underestimated how many riders were waiting for a motorcycle exactly like this. The industry spent years convincing itself that bigger automatically meant better. The response to the F 450 GS suggests many riders reached a different conclusion long ago.



NUTS & BOLTS

General Announcements & Information



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.

For 2027 we are going to need someone to fill the open roles for next year. If you have questions about the role of those positions, please reach out to us. Thanks!

We need to have nominations submitted by November 1st. This allows time to present those nominations to the club in the November Newsletter - and then followed by elections in December.

The current ballot for 2027 is as follows:



President: Peter Ballentine (Pro tem / Incumbent)
Vice President: OPEN
Treasurer: David Ruster (Incumbent)
Secretary: OPEN
Newsletter Editor: OPEN

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.



September

12

Saturday Brunch
11:00 am

Garage Grill

12547 Herriman Auto Row,
Herriman, UT 84096

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.

October

10

Saturday Brunch
11:00am

Bohemian Brewery

94 7200 S, Midvale, UT 84047

END