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 Front Suspension w/ Paralever Swing Arm

2004
Electronic Suspension Adjustment (ESA) / CAN-Bus

Innovation Timeline: The first electronically regulated frame & CAN-Bus Technology

Electronic Suspension Adjustment (ESA) is an electronic innovation for series production BMW motorcycles. It was first seen on the K 1200 S and is today available across most of our range of twin-cylinder, four-cylinder and six-cylinder motorcycles. ESA allows you to electronically adjust suspension set-up at the touch of a button, according to the riding situation and the load state. Ideal for varying road conditions, ESA offers riders perfect dampening characteristics, optimised performance and the highest level of riding safety.



The CAN-Bus technology, combined with the BMW Motorrad single wire system (SWS) is a data connection concept that only requires one single data line. An advantage over point-to-point connection is a significantly broader scope of functionality with considerably reduced cabling. Other advantages of digital data traffic are weight savings, high interference immunity, full diagnostic capability and more information fo

BMW R20 draws closer as latest boxer behemoth spotted by keen-eyed photographer

by Dan Sutherland MotorcycleNews.com

Fresh spy shots have emerged appearing to show BMW's ginormous R20 boxer twin naked in the final stages of development – with this particular machine sporting a hybrid stance between full-on retro roadster, and chunky muscle cruiser.

Seen in what appears to be near production-ready trim, it's the first proper glance we've had at the mystery model since BMW Motorrad CEO, Markus Flasch posted a photo to his personal Instagram page on May 7.

This latest sighting comes just a fortnight on from what appeared to be a significantly reworked S1000RR superbike in testing at the Nürburgring, as well as a larger six-cylinder 1800cc 'Vision K18' concept that made its UK debut at July's Goodwood Festival of Speed.





Prior to this, the R20 was shown as a concept at the Concorso d’Eleganza Villa d’Este show on the banks of Lake Como in May 2024 – with a hefty 2000cc twin-cylinder engine taking centre stage alongside an exposed shaft drive and Öhlins suspension at both ends.

Like the machine seen in these photographs, the early concept made use of a single seat configuration, as well as a rounded LED headlight design, and polished cylinder head covers.

This can all once again be seen here – as can the minimalist dashboard, manual chunky upside down forks, and twin front discs – with sources telling MCN that development bikes have now been seen testing in both Germany and the south of France.

Whether a finished version will have space for a pillion remains to be seen – with the R20 name likely to represent a range of models in the line up in much the same way as the existing R12 and R18 families already do.

Although many of the original design traits remain, the bike seen here adds road-going paraphernalia to the recipe including front fork reflectors, and a wrap-around rear plate with the indicators doubling up as the back lights. A lack of visible data-logging equipment would suggest it is almost ready for public consumption, however we’d expect BMW to drop the matt black paint for the finished article.

A closer look at the front of the engine also reveals a large oil-cooler mounted just below a subtle steering damper – something not seen on the original concept – and there’s also a more refined twin-exit exhaust system that ends just behind the rider’s footpegs beneath the unconventional double-sided paralever swingarm design.

This rear arm configuration was again present at the original concept stage, with the swingarm itself made of a chrome-molybdenum steel (as was the chassis) and the paralever strut produced in aluminium.

Back then, BMW claimed a wheelbase of 1550mm and a steering head angle of 62.5° – with the bike seen here appearing to share a similar overall stance, as well as what appears to be a fairly tall rider's seat height.

Unlike the concept, the rear tyre has shrunk down from a 200/55 to a 190/55×17 – with the back end likely to have to deal with huge amounts of torque (the R18 already makes a claimed 120.3lb.ft at 3000rpm).

What does remain is the mismatched wheel design, with both this machine and the concept using a spoked front and cast rear combo. MCN approached BMW about the images and when we might see a finished model, but they declined to comment.



It looks like the R20 is well on its way to production, and it could be a much better fit for the UK market than the cruiser-like R18 models. It will potentially be in a similar bracket to the Triumph Rocket 3 – albeit less powerful – but with cooler styling if that bobbed back end makes it to the finished bike.

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.



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.

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

November

14

Saturday Brunch
11:00am

Porcupine Grill

3698 Fort Union Blvd, Cottonwood Heights, UT 84121

December

12

Holiday Party
TBD

Red Iguana

866 W S Temple St, Salt Lake City, UT 84104

END