

# Let The Farkling Begin

Farkling My GS MaMo Style

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I first met Andrew Serbinski (founder of MachineartMoto, “MaMo”) in 2010 at his shop in Frenchtown, New Jersey after learning of his “GS-M” concept bike. An accomplished industrial designer by trade, Serbinski created the radical GS-M as rolling design study and test bed for the company’s growing line of GS-related accessories.

MaMo’s products have always impressed me for their impeccable quality of design, ease of installation, and supreme functionality. Now that I finally have a GS of my own, I’m able to report on a few of the MaMo accessories I’ve installed to date.

As serious riders, we owe our collective support to the innovative companies like MaMo who actually pay for the cost of new design development, trial mock-ups, prototyping, CAD modeling, molds, etc. – not to the folks who just steal designs after all that hard development work is done, and then manufacture them out of substandard materials to boot. Get the real thing! If not out of altruism, then at least out of a selfish desire not to have a cheaply made, unsafe product desecrating your GS.

I would be remiss if I didn’t also mention that MaMo’s products are relentlessly copied by unethical outfits peddling counterfeits on eBay, Ali Express, and elsewhere. These bogus imitations often fail in short order when subjected to the usual stresses of riding. I have personally seen a fake MudSling crack down the middle and collapse on the rear tire while in motion, creating a safety hazard for the rider. Likewise, I certainly would not trust a phony X-Head or ADVance Guard to protect my expensive BMW in case of a drop.



Figure 1



Figure 2



Figure 3

## ADVance Guard Kit 1-GS-R

These novel hand guards incorporate variable protection from the elements in addition to their primary protective function. Each assembly consists of three pieces as shown in Figure 1: (1) the guard structure, (2) the guard shield, and (3) the insert which all work in concert to allow 3 modes of weather protection – standard, winter, and summer. In standard mode as shown in Figure 1, the guard shield is in its



lowered position, secured in place by 3 captive thumb screws, and the insert is installed. In winter mode as shown in Figure 2, the thumb screws are loosened, allowing adjustment of the guard shield up to ~2 inches above the guard structure, and then re-tightened to hold the shield in place. In summer mode as shown in Figure 3, both the guard shield and the insert are removed entirely, allowing air to flow through the guard structure to the rider's hands. Adjustment between modes takes less than a minute, and no tools are required. The end result is incredibly practical for the all-season rider, especially in regions where the weather can suddenly turn on a dime!

### MudSling LC

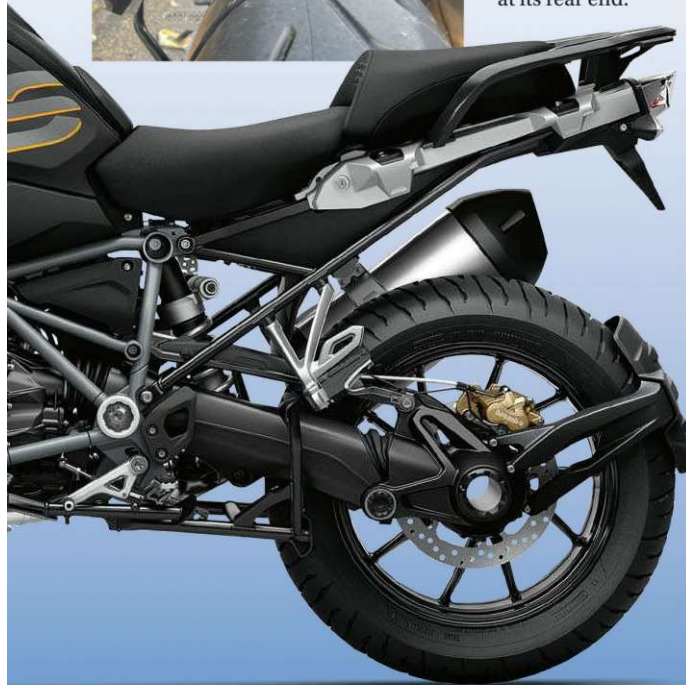
As shown in Figure 4, this is essentially a forward-facing mudguard that prevents the rear tire from throwing rocks, tar, and debris onto the rear shock, swing arm, and surrounding components – areas that are notoriously difficult to access and keep clean. The MudSling slides in place between the rear tire and the rear shock as shown in Figure 5, engaging the stock rear fender within an integrated shoe on its front end and secured to the GS's frame via zip ties at its rear end.



Figure 4



Figure 5



The high-impact ABS plastic material should last the life of the bike, and its matte finish perfectly matches the GS's factory appearance. The benefits of the 'Sling are especially pronounced in inclement weather, where it does an admirable job of reducing the muddy splatter that always winds up everywhere after only a few miles.



Figure 6

### Avant GS/ALC

The Avant is a front fender extension for BMW's inexplicably stunted stock unit, as shown in Figure 6. Without an extender, traversing for even a few seconds over freshly paved roads or hot tar snakes can result hours of wearisome scrubbing to remove the offending

blemishes off of the exhaust system's header pipes and front engine case, both of which are behind the front wheel.

Installation of the Avant takes less than a minute: Just slip the Avant over the stock front fender and snug down its two T25 black stainless steel torx bolts. Each of these torx bolts threads into a metal compression clamp, which bites into the underside of the stock fender at each side, while the center of the fender slips into a receiving shoe to triangulate the assembly and prevent any slippage. The Avant adds ~5" of length to the stock fender.

### X-Head 1250

This injection molded polymer valve cover features a thermoplastic rubber liner between the outer shell and the head, to dissipate impact forces more effectively. Seventy-five percent of the valve cover is protected by this design as shown in Figure 7, which can be used either solo or in conjunction with popular crash bars such as BMW, AltRider, Touratech, Wunderlich, and SW Motech for more hardcore off-road applications. Installation takes under 5 minutes using the included stainless steel M5 T25 torx bolts (3 bolts per X-Head.)



Figure 7