



Spoke 'n

Piston

May/June 2002

Volume 7 No.3

Dear Fellow Members,

FROM THE CHAIR...



Communication

The topic of communication remains a crucial and key element of a member's club life. There is, in my mind, no single necessity more important. If we cannot provide information and receive feedback on a regular and responsive basis, our club cannot achieve the targeted level of service to you, the member.

Communication, however, by definition is two-way transfer of information. Your committee is constantly fine-tuning the methods used to disseminate information (of which there are increasing amounts) to members in terms of volume and timing. E-mails, website and hard copy newsletter (for those not connected) are the current channels available. That is from the club to you. However, we need you, the member, to visit the website regularly (at least once a week) to ensure you are informed of all that is going on (of which there is a lot).

Please be encouraged to take the time to visit the website, Pretoria Club and its links (BMW Motorrad etc. etc.). There is a lot of really useful information (events, stories, experiences and technical advice) and some fine articles, which have brought tears of laughter upon reading, e.g. the trip to Mozambique "Ignorance and Bliss" by Gert Steyn. Take a read and you will share my view.

Spoke 'n Piston

The Spoke 'n Piston is now on our website and is really a fine publication. Well-done Henri and those assisting with copy.

This appeal will sound like a repeat of the last edition's message. It is. Please assist your newsletter producer, Henri Heyns by providing "any news-worthy" snippets of information, stories, technical articles and even jokes etc. Henri has an enormous task trying to chase up articles of interest (and is doing a wonderful job at this) to make the Spoke 'n Piston worthy of printing. Please help. My thanks and compliments to those who have provided articles.

Club Subscription Renewals

Please renew your club subscription for 2002. The value received by members is worth the R150 per annum. Your committee will have to ensure that members who have not renewed their subscription do not benefit from club services at the cost of members who have paid up. Remember it's the right thing to do!

New Blood

We are still looking to introducing two new members during this year to achieve a rotation of existing committee members to generate new ideas. Please be encouraged to offer your talents in areas needed to run your Club in an effective and efficient way. Contact any committee member for this purpose.

With wishes for more shared riding pleasure during the winter months.

My kindest regards,
Mike.

The Cullinan Carnival

(Richard Hussey)

The Pretoria BMW Motorcycle Club was exhibiting and we were keen to display a full range of current models. The letters and numbers didn't escape me – Cullinan, 1st May – C1.

A short distance from Pretoria, it was within the range and capabilities of BMW's unique little runabout.

I rode my bike down to Bavarian Motorcycles to pick up the demo model that Bruce Meyers had kindly made available. On my arrival Bruce apologised that another customer had the demo on a test ride and could I wait? A cup of coffee in the showroom is always a pleasure in itself, especially at Bruce's. I surveyed the array of exceptional motorcycles with the blue and white roundel and two feelings fought for supremacy.

Firstly, I felt the pride of being a BMW motorcycle owner, of knowing first hand the sheer riding pleasure of being astride one of the motorcycles from Munich. My thoughts dwelled on the many thousands of kilometres I have sat astride my trusty R80/7. Rain, shine, heat and cold, when I ride my candy-apple red Beemer I feel thrilled to be alive.

Secondly, I felt the stirrings of lust in my loins. No, it wasn't a short-skirted female customer or a busty sales assistant. I felt the yearning for something new from the stable. How about a racy new F650 CS with the belt drive? Or a new R1150 R, nice-'n-naked and just the way I like my motorcycles? I schemed as I surveyed the options...

The distinctive sound of the C1 kissed my ear. Glancing through the showroom window I saw her return and I smiled. Fortune had ruled that I should renew my acquaintance with a "bumble-bee" – a C1-200 in yellow and black livery. I spent the Easter Weekend riding one last year and a previous article covered my experiences. I finished the rest of my coffee and went out to meet my two-wheeled friend again.

I really enjoy the C1-200. I recognise it for what it is – simple, safe, solo mobility. I usually ride solo and around town. I never have enough space for the shopping, raingear, helmet and the like. Tourers look good with panniers and top-boxes but I always thought that nippy sporty motorcycles with panniers on tend to look like overweight women in hot pants. The C1 top-box is integrally styled and enormous – my helmet, riding jacket and gloves disappeared into the cavernous box and I strapped in. Unweight the seat, lever the bike up and raise the stand. Hold the left brake lever and hit the starter. Off I ride into the peak hour traffic.

All around me cars creep home. Only carrying one sour-faced person each, they clog each other's way home after the workday. I cheerfully drive through the logjam of enamelled steel, glass and rubber. All I need is a MP3 player in the cubby-hole and speakers (or headphones) in the safety cage and I can enjoy the trip even more!

Morning breaks. Nippy and overcast - I've got a screen and roof on the C1. No problem! With warm clothing for when I get off and enough "stuff" to ensure a comfortable stay at the Carnival, I ride off into the crisp morning air to the departure point. Warm coffee, friendly faces of old club friends - life is great. We have a ladies' run this morning – the "Chicken-run" they called it for all the girls too chicken to ride on the normal runs. I volunteer to sweep for the girls, as they will be travelling at speeds more suited to the C1.

A Motorrad beanie, warm waistcoat and we're off. Through town, into the suburbs and beyond to the open country spaces, our route takes us past an "aero-estate" where people build their homes around an airfield. I have always felt that riding the C1 is more like flying. Fortunately, this machine's landing strip already runs right past my house.

The C1 copes well with the road despite hills and dales. As we near Cullinan, I overtake the string

by arrangement to lead the group into the site. We ride through welcoming gates and onto the rugby field, now covered with tents, stalls, jumping castles and a wide range of farming-related products on show. Find the stand, park it up front where everyone can admire and watch the reaction...

The response at the Carnival is excellent. Nobody can ignore the C1. The ladies think it's cute, the kids think it is "so cool" and the guys try to hide behind macho nonchalance as they too marvel at the miniature fun-bus. It drew more stares than the big LT (until we turned up the CD player – what a sound!) A farmer's wife thought it was just the thing for the daily shopping but "manlief" said you couldn't put a 50kg sack of mielie meal in the top-box. I showed them you could put it on the back if you didn't have the top-box though! Even he was impressed.

After much enjoyment of koeksusters, pancake, boerewors rolls and lots of great conversation, it was time to make my way home. I rode back to Pretoria on my own, taking in the scenery along the way. I even took a call on my cell-phone with the hand-free kit in my ear. Man, I love that little run-about!

I filled her up again with only R21-73 and that's at R4-32 litre. Reluctantly, I took the "bumble-bee" back to Bavarian Motorcycles. Now how do I wangle a transfer out of Jo'burg to an office a little closer to home...?



Richard Hussey on a C1. He would have looked just as comfortable and smart on a Cruiser though.

Fototegnieke vir die Fietser

(Helenus Kruger)

As beroepsfotograaf is my grootste dilemma gewoonlik watter kamera om saam te neem as ek met die GS op 'n trippie gaan. Neem ek my professionele kamera saam, is ek verseker van die beste kwaliteit foto's, maar moet dan met swaar en duur toerusting op toer gaan. Neem ek my klein mik-en-druk saam is die kwaliteit nie altyd van hoogstaande gehalte nie, maar die kamera is klein en relatief goedkoop om te vervang indien die elemente jou vang. Die ideale kompromis is daar egter nie, so elkeen moet maar 'n kamera aanskaf wat sy sak, behoeftes en lewenstyl pas.

In hierdie artikel gaan ek puntsgewys vanaf kameras tot by die finale produk, dit is nou die foto, 'n paar wenke gee. Daar is 'n paar basiese 'reëls' in fotografie wat altyd van toepassing is. Volg hulle en daar sal definitief 'n verbetering in julle foto's te sien wees. Maar reëls is ook daar om gebreek te word. Deur self rond te speel sal julle wel later agterkom wat werk en wat nie werk nie. Onthou ook dat my aanbevelings gebaseer is op persoonlike ondervinding en voorkeure, veral waar ek sekere produkname aanbeveel. Dit beteken glad nie dat die ander produk noodwendig swak is nie. Party ouens hou van BMW's, ander van Harleys!!

KAMERAS

- Op die motorfiets is 'n klein mik-en-druk (kompakte) kamera die praktiese. Dit is klein, goedkoop (R600 - R4000 vir die goeies) en baie maklik om te gebruik.
- Jy kan kies tussen APS film, 35mm film of digitaal.

- APS is baie gewild oorsee, maar in SA het verkope glad nie geklim soos verwag nie. Dit is duurder om foto's van APS film te laat druk as van 35mm. Die huidige verwagting is dat die mark nie verder sal groei nie, trouens dat dit later kan doodloop. MY AANBEVELING: Bly weg.

- Indien jy besluit op 'n filmkamera, sal ek eerder 35mm aanbeveel. Dit is baie algemeen beskikbaar, films aankoop en die ontwikkeling kan selfs op die kleinste plattelandse dorpie gedoen word, en is relatief goedkoop (teenoor die druk van foto's van APS of digitaal).

MY AANBEVELING: Tans die beste koop. Kyk na Olympus MJU 2 (sonder zoom) of die Olympus / Pentax / Nikon reeks (met zoom).

- Digitaal is tans besig om sy stem dik te maak in die mark. Jy gebruik geen film, kan onnodige foto's of 'floppies' uitvee en die kwaliteit van die produk wat hul lewer verbeter spreekwoordelik daagliks. Daar is ook die voordeel om dit direk op jou PC te kan aflaai en met e-pos te stuur. Maar dit is egter nog nie die gehalte wat film kan lewer nie. (Maak nie saak wat jou buurman sê nie). 'n Film mik-en-druk van R1500 sal enige dag 'n digitale kamera van R6000 uitstof. Slegs die duurder meer professionele digitale kameras lewer kwaliteit wat naby film kom. Dié kameras is ook nog heelwat duurder as sy ekwivalent in filmkameras. MY AANBEVELING: As geld nie 'n probleem is nie, koop in die R8000+ prysklas, anders wag nog 'n jaar of twee tot pryse laer is en kwaliteit hoër is.

FILM

- Enige 100, 200 en 400 ASA film sal die werk doen.

- Bly weg van onbekende make en die 'homebrand' van sekere kettingwinkels. Bly by die bekendes soos Fuji, Kodak, Agfa, ens.

- Kyk altyd na die vervaldatum voor jy koop

- Hou die films ALTYD koel, NOOIT in die son of in 'n warm plek soos naby die motorfietsenjinnie. Hitte beïnvloed die kleur en grein van 'n film.

- Dit geld ook as die film in die kamera is

MY AANBEVELING: Fuji 100 of 200 ASA

ONTWIKKEL & DRUK VAN FILMS (D&P)

- Kies altyd 'n groter bekende Lab om jou films te D&P. Hier is die reël van 'hoe duurder hoe beter' in die meeste gevalle van toepassing

- Verskeie Labs is in inkopiesentrums geleë soos die Q Print / Express, Kodak, Agfa en Foto First takke.

- Mat- of glansafwerking van die foto's hang van persoonlike smaak af. Ek verkies bv. glans vir my kiekies en mat vir my troufoto's.

- 'n Baie lekker opsie is om sommer jou foto's op 'n styfie te laat laai. Dit is teen 'n lae resolusie (76dpi), goedkoop(R13) en uiters geskik om vir vriende of ons webwerf te e-pos. Ek gebruik dan ook die styfie as 'n indekssisteem.

MY AANBEVELING: Prolab in Brooklyn. Ietwat duurder, maar VERSEKER die geld werd.

Volgende nuusbrieff Neem van foto's, komposisie en tegnieke.

Nota. Klublid Helenus Kruger is 'n beroepsfotograaf en hanteer alle tipes foto's soos troues, korporatief, kunsfoto's, landskappe en dokumentêr. Sel 082-574-3740. Tel 012-330-0559 en e-pos is by helenus@eject.co.za> Kommuniqueer gerus met hom of soek hom op by die maandelikse 'Noggins' by die Klub.

Accolade for Bavarian Motorcycles and staff members

(Henri Heyns)

Bavarian Motorcycles received the award of **Top Dealership** for February 2002 from **BMW Finance** for business concluded with that company.

In addition, two staff members **Bianche Booysen** (Finance and Insurance Executive) and **Braam Smit** (Sales Executive) are thrilled to have received a well-earned compliment for outstanding performance in the same month from the parent company in the form of a trophy and a congratulatory letter.

Their performance has also been noted in BMW's monthly publication *Extreme Success*. Our club extends heartiest congratulations to Bavarian's Bruce Meyers and his two stalwart staff members on a job well done and wish them continued success in the years ahead. We can now foresee a remotivated team further rising to the occasion. Go for it and good luck!



*Bruce Meyers on the right doing the honours to **Braam Smit***



*Bianche Booysen on the left receiving likewise recognition from **Wendy Meyers***

Price on her head?



*We weren't sure if the price meant **Jade Pretorius**, or the bike or perhaps both, and made enquiries. She assured us that it was for the bike only but that she was available to the highest bidder. So, boys being what they are, it wasn't long before someone in the person of **Lau Hearne** came along to take the damsel away. The question is what he paid for her and was it cash or credit card?*

As I see it...

Exacerbating the road congestion problem

(Henri Heyns)

As if the roads aren't congested enough, our urban streets are being cluttered nowadays by droves of beggars displaying a plea board, intimating that they are jobless and cannot find work, have hungry children at home, are sickly, and such touching messages, and asking the motoring public to open their hearts and to ameliorate their plight with the donation of a few Rands. We have all seen them time and again and have more often than not always taken pity on the destitution that have befallen those unfortunate specimens of humanity and have coughed up with the saying *but for the grace of God...* firmly embedded in our minds.

My problem is not with the down and outs, nor with the fact that they are trying their best to survive. It is with the way they are trying to overcome their adversity. Let me explain. The other day I almost knocked down a beggar whilst biking in town. The traffic was pulled up at a robot. The beggar was standing between two cars out in front on the white dotted line separating the two left hand lanes on a dual carriageway. I wanted to turn right and was positioned accordingly. The robot had turned green for me and a truck on my left, and we both moved off, but because the truck also wanted to turn right (which the driver shouldn't have done), the beggar jumped out of the truck's way right in front of me. Suffice it for me to say that it was a close thing as I could already see in my mind's eye both of us lying sprawled out on the road, with my R1150 R on its side...

This near-miss set me thinking about the consequences of such a mishap. It would be easy to say that the truck driver would be to blame as he disobeyed a road sign forbidding a turn towards the right. But his misdemeanour after all is nothing worse than holding up the traffic behind him for a little while. But what about the beggar? What right has he to stand in the roadside and being instrumental in what could have been a mishap if not at least a major nuisance? Could he sue anyone for an injury sustained and could he in turn be sued for being the cause of an accident by standing illegally in the roadway?

I took my quandary to a lawyer friend. He replied as follows:

- ❑ A pedestrian may only use a public roadway to cross to the other side, and if such crossing place is demarcated, must stay within the area indicated
- ❑ No pedestrian may dawdle on a public road
- ❑ Fruit and vegetable vendors don't normally stay put in the roadside as do beggars, but withdraw to the sidewalk as soon as the traffic gets moving. They therefore do not constitute the same hazard as beggars, but are still transgressing the law as the streets are reserved for vehicles and the pavements for pedestrians
- ❑ A beggar would be convicted if an accident arises out of his presence in the street. This implies that he can be sued but as he has no possessions and often not even a fixed address, any thought of legal action against him is unsound
- ❑ Although these beggars are acting illegally, traffic authorities baulk at taking action against them as they operate at or near intersections where traffic does not move quickly and do not constitute a real threat
- ❑ They self-regulate their activities and prevent congestion at a specific point, for only one person stands at an intersection by silent arrangement
- ❑ With unemployment running at a whopping (some say) 40%, authorities are loath to take this means of 'earning' a living away from these people.

In the light of the above, there seems to be very little one can do about these 'street walkers' other than exercise extreme care lest one miscalculates and brings about a collision that could possibly lead to injury, damage to property and certainly the waste of a great deal of good riding time.

Techno-speak for the Not-so-technical

(Henri Heyns)



In the following editions of *Spoke 'n Piston* a number of important issues relating to motorcycles, riding and peripheral topics, will be addressed to make bikers and those interested in bikes/biking more conversant with answers to often-asked questions, the understanding and knowledge of which should come in handy and hopefully increase the enjoyment of owning and riding a motorcycle. This series is not on road safety rules, although not in any way underestimating the importance thereof. Neither is it on simple maintenance procedures contained in every bike handbook, nor on what type or make of equipment or brand of component/material to use. It is an honest-to-goodness

attempt to enlighten the biker as to why things are what they are, what their purpose is, and why one should make use of them in the way intended.

Topics addressed will be in questions and answers format and will aim at getting to the crux of the matter by keeping the language simple and by avoiding technical jargon and involved explanations as far as possible. As such, this series is not aimed at those well versed in the designing, building, overhauling and maintaining of motorcycles. Much rather, it has the ordinary biker in mind who has a smattering of bike and biking knowledge to get by, but is intelligent and interested enough to want to become more knowledgeable on exactly what it's all about and a sincere wish to want to know more about becoming a better (safer) biker.

The questions will be answered by **Bruce Meyers**, (in the picture above) an innovator *par excellence* who has a life time of experience with machinery and machines of every description and who has kindly consented to **Spoke 'n Piston** making available from his wealth of knowledge to all who would care to glance at these pages....

Part 1. Brakes

Q1. A motorcycle has front and rear brakes. Which are most important?

A. The front brakes of course. I am astounded and dismayed to find supposedly experienced riders loath to use their front brakes at all. I recently had a telephone call from a rider who requested a pick-up to the workshop as his rear brakes had failed, leaving him stranded. When I suggested that he could easily drive the bike in to save time and money by using the front brakes, his response was that he was taught *never* to use the front brakes!

Q2. Is this a relatively isolated instance?

A. Not so. Quite a few people riding powerful bikes are known to be averse to using their front brakes. We see this phenomenon regularly when bikes are brought in for servicing. The rear pad is often worn away, with the disc turned blue from the metal-to-metal contact and the brake fluid boiled away to a messy goo. This all whilst the front pads are hardly touched!

Q3. Why is this so?

A. Possibly it is a perception that had its origin in the days of riding a bicycle where the indiscriminate use of the front brake could have resulted in a fall, hence the almost pathological fear of its use with some riders.

Q4. Apart from the obvious, is a bicycle then so much different from a motorcycle?

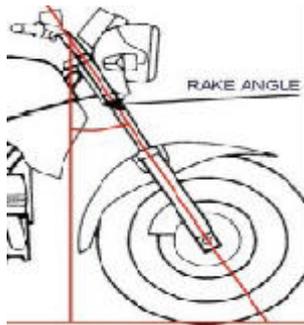
A. Very much so. A bicycle weighs, say 20 kg. An average male-rider weighs something like 90 kg. This makes the bicycle top heavy and if the rider sits far forward, as would be the case on a bicycle with curved handlebars, most of his weight would be positioned virtually *over* the front wheel. Add to this the small rake angle of the front wheel, the application of the front brake with force could cause sufficient instability up front for a crash, hence the warning about the use of front brakes. One can say that most people have a thing about the use of front brakes stemming from childhood.

Q5. Now, how does a motorcycle differ in respect of the above?

A. A serious road bike obviously weighs much more than a bicycle, perhaps in the region of 230 plus kg., which means that the rider's weight is probably only something like a third of the total weight make-up, and therefore not playing as big a role in the equation. Furthermore, the relatively larger rake angle of some 25 degrees has the rider sitting much farther back from the front wheel, thereby lessening the stability problem than is the case with a bicycle.

Q6. You used the term rake angle. What exactly does this mean?

A. Also sometimes called the castor angle, this refers to the angle at which the front wheel hub, to which the wheel is attached, leans forward from the steering head, looking at it from the side. (See the sketch).



If a line were to be drawn from the steering head through the front hub and extended onto the road, and another drawn from the steering head perpendicular to the road contact point below, the enclosed angle would be the rake angle. Thus, the smaller the angle, the more the front wheel 'tucks' in under the steering head, and the more unstable the steering becomes, much like the wheels of a supermarket trolley. Of course, there are many other factors affecting stability, which we will come to later on. Remember though that everything has a price. Therefore, the greater the rake angle the more im-

precise steering control becomes, so a compromise must be found somewhere to suit both conditions.

Q7. So, this means that all motorcycles have a significantly bigger fork rake angle than bicycles to ensure greater stability at speed?

A. Precisely, and that means that front braking is not only safer than on a bicycle, but imperative to ensure efficient stopping power.

Q8. How efficient is front braking over rear?

A. Look at the braking systems on both wheels and what does one see? The rear wheel usually has a drum or a single small disc with one brake caliper, whereas the front wheel sports two much larger discs, with two much larger calipers on each. What does this tell you? This makes for powerful stopping power at an estimated 80% improvement over the rear. Incidentally, we are talking conventional brakes, which has nothing to do with ABS systems.

(We will address ABS brakes in a next newsletter.)

Q9. What happens when brakes are applied on a motorcycle?

A. The opposite to what happens when acceleration takes place. With acceleration, weight is transferred to the rear. That is why the front end becomes lighter, even to a point of lifting off the road if sufficient force is applied. (Think of 'wheelies' in this regard.) When braking, this Newtonian law of physics comes into play again but this time weight is transferred to the front. This is why braking with the rear brake (only) should be avoided because with the weight of the machine and rider moved to the front, the rear wheel tends to lift off the ground and lock up, hence easy skidding is induced, rendering braking virtually ineffective and the bike itself uncontrollable.

Q10. Does this mean that rear brakes are not to be used at all?

A. No. Optimised braking is achieved when both front and rear braking force is applied up to the point just before locking up the wheels. If the latter happens, all stability is forfeited and a crash is inevitable. A sensitive rider would be able to apply brake pressure front and back but as weight shift causes the rear of the bike to become lighter, would gradually diminish rear brake pressure to prevent locking up and sliding. Of course, in a panic stop situation few riders, if any, would be thinking in such terms other than grabbing a proverbial 'fistful', thereby making a crash possibility an almost certainty. This is where ABS brakes come into the picture.

Q11. What do you suggest be done to convince riders to use their brakes properly?

A. There is a saying that the proof of the pudding lies in the eating thereof. So, try out the efficiency of the front *vis a vis* the rear brakes for yourselves. Look for a quiet parking lot somewhere, with enough space for building up to a speed of say, 60 km/h in a straight line plus stopping distance. Apply the rear brake and notice the distance required to come to a complete stop. Now repeat the experiment but use the front brakes instead. You would be surprised at the difference! If you do the same run for a third time, but now use front and rear brakes, the distance is even shorter. Please note that this experiment cannot be performed with late model bikes with the EVO braking system as front and rear brakes are automatically applied simultaneously in the braking action. But more of this next time.

Q12. If I don't feel confident enough to experiment with improving braking techniques on my own, is there no one I could approach for professional assistance?

A. There sure is. BMW runs an excellent course on motorcycling riding techniques at different experience levels. It would be wise to make contact with them. This can be done through your local dealer. Of course, tuition is not limited to braking training only, but covers the whole spectrum of riding, manoeuvring, control and emergency action. This is training really worth the time and effort and a must for every motorcyclist in my opinion.

Contributions sought

A hearty thank you to all those good people who have responded to my plea for newsletter material, but alas, what I have received is not enough. A newsletter has a voracious appetite for copy and your editor is scratching around and raking his brains trying to put sufficient readable matter into Spoke 'n Piston. So please people cough up and let us know of your adventures, hobbies, likes and dislikes and such.

One special request please! When you send copy for the newsletter by e-mail, please don't ask our webmaster Brian Cannoo to use it on our web page as well. All newsletters already appear on the web page but as Spoke 'n Piston itself. If copy is sent to me for publication, it should not appear on the web page as a loose item as well, as duplication will result, which of course is wasteful and embarrassing.

Please keep up the good work and keep the contributions rolling in!



Guffaws

A personnel manager friend of mine has an unusual way of selecting female staff for job advancement. He says it's the best way and always gives him what he requires. It works as follows:

He hands the lady a sealed envelope containing money and an account number and asks her to deposit the R50.00 therein at a bank just around the corner. When she arrives at the bank and opens the envelope she discovers a R100 note in it. Now one of three things happens:

She deposits the R100 and brings him the slip. *This shows initiative and a positive attitude towards money that could get her far in her career.*

She deposits the R50 as requested and brings him the slip and R50 change. *This shows her ability to carry out instructions to the letter and absolute reliability.*

She deposits the R50, brings him the slip but keeps the change. *This shows her ability to improvise and to take a gap when presented, and admirable trait in today's business world.*

Can you guess who would get the promotion?
Why, the girl with the nicest legs of course!

Inflasiegrappie

ˆn Ou het, soos Rip van Winkel van ouds, vir 50 jaar geslaap en toe hy wakker word wou hy natuurlik weet wat om hom aangaan. Hy bel sy aandelemakelaar en verneem hoe sy duisend goudaandele staan. Goed, laat die makelaar weet. Elke aandeel is nou tien duisend rand werd. Wonderlik se die ou, en my platina en diamand-aandele? Uitstekend se die makelaar weer. Eersgenoemde is twaalfduisend rand stuk en die diamantaandele is elk veertien duisend rand werd. Die ou begin net goed voel omdat hy nou skatryk is toe die telefoonoperateur die gesprek onderbreek met die vraag of hy nog drie minute wil praat want dit sal twee duisend rand ekstra kos!

Answer to Brain Teaser

The only entry at the closing date and also correct answer to the riddle posed in the last newsletter was sent in by **Richard Cheyne**, and hearty congratulations on his prowess are in order. For his effort and performance the coffee house **Mug & Bean** in **Brooklyn** has presented him with a voucher for R40.00, which on presentation, can buy him a light meal for two any time.

The solution: Mark the pouches from 0 through to 9. Take ten coins from pouch 0, nine from pouch 1, eight from pouch 2, and so on, ending with one coin from pouch number 9. Now weigh all the collected coins. If you divide the total weight by 10, the remainder will point to the pouch with the 9 gram coins. Example: If the weight comes to 543, dividing by 10 will leave 3, therefore bag 3 contains the 9gram coins. QED.

Customised coffee mug

A large, good quality white porcelein coffee mug with a picture of your BMW motorcycle plus your own slogan/message on it is available at only R65.00. Interested? Phone Bavarian Motorcycles on (012) 323-4865 and ask for Mary-Anne Thompson to place your order.

All paid-up members who do not (yet) have e-mail are entitled to have a printed copy of *Spoke `n Piston* posted to them. If you have not received your latest copy please contact our Club Secretary Basiliki Gericke at the address hereunder and ask for one. Remember to let her have your correct address and other relevant information please.

INDEMNITY

Although reasonable care has been taken to ensure the correctness of all material contained herein, the publisher cannot be held responsible for any inaccuracies that may occur or damage/loss sustained as a result of advice given.

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