



# Spoke 'n Piston

September/October 2002

Volume 7 No.5



## *FROM THE CHAIR...*

Dear Fellow Members,

### **BMW Motorcycles Success**

BMW motorcycles sales successes continue unabated and are currently running at some 40% up on a cumulative basis year on year. So what? Well, we all ride quality motorcycles that have a reputation for reliability, no-fuss ability, good service, spares availability, low cost of ownership and outstanding retention of resale value. BMW Motorcycles SA will continue to upgrade the quality of the services provided to you the rider, following the successful rider training implementation.

### **Rider Skills Training (This looks like the repeat of last edition's message – IT IS!)**

The support of personal riding skills training is a subject that continues to concern your committee. We have had to cancel a number of riding and safety skills training courses due to the lack of support from members. This pattern is not peculiar to our Club, but fairly universal. However, I must repeat what is your committee's view that training is crucial to enjoyable sustained involvement in riding motorcycles. The investment in training is primarily for the moment of the potential accident as well as the safe riding of motorcycles. Accidents (like the proverbial —it happens") happen, so be prepared. **Your safety and enjoyment is our concern, so please let it be yours as well, support organised training events, details of which will be permanently posted on the notice board.**

With spring here with us, riding has been fantastic. Smell the fragrance of the flowers, enjoy the green hills and mountains, and believe that our Creator is there for us. Enjoy all things with my wishes for more shared riding pleasure.

My kindest regards,  
Mike.

# A pukka racing BMW

(Henri Heyns)

For those readers who think that BMW bikes, and especially Boxers, are just for pussy-footing around, Bruce Meyers and his workshop staff have great news. They have developed an 86 Kw 1100 S type Boxer-engined racing bike, that if expectations are realised, will put many a so-called super bike to shame. All right, we're not talking about the big boys from the Ducati, Kawa, Yammy and such stables, but rest assured, this BMW will also not be left too far behind even in this category.

But why would Bavarian Motorcycles engage in such a venture? Why not leave well enough alone and rest on the laurels of the super sales of their GS, F650 and 1150 RT range of products? The reason is easy to understand: The racer was conceived and built for the 24 hour race meeting against overseas competition at the Phakisa race track last year. But for one reason or other, that event never materialised. The bike had also subsequently been involved in a pile-up and lay in the shed gathering dust and rust until the workshop guys looked at it again and started the resurrection process in their spare time. Everyone has a role to play and all are very enthusiastic, contributing generously of their skills and off-duty hours to get the machine up and running again.



Of course, Bruce and his reveal the minute details make this bike track careful observation and discreet questioning, one can form a fairly clear picture as to what is going in and on.

last year. But for one event never materialised. subsequently been involved shed gathering dust and guys looked at it again and process in their spare time. play and all are very generously of their skills the machine up and running

boys are not going to of what they are doing to competitive, but from

All parts are machined for strength, optimum performance and endurance like gas flowing, air boxes, exhausting, final drive, and so on. Special racing tyres are of course also a must. It may be told that the exhaust system has been modified to lower the centre of gravity by allowing the rider to sit lower down in the saddle. There are no internal modifications. In other words, the bike is not a hybrid in any way, but an honest-to-goodness souped-up BMW that can take on track contestants at places like Swartkops in two and three hour races.

The test pilot is Bavarian's sales consultant, Braam Smit, who has shown super-bike riding prowess and is an obvious contestant for the big riding stakes in the world of serious motorcycling. He adapts quickly to a machine, has exceptional skills, and as a result, has already become one with the racer, so to speak. Upon the umpteen test runs already undertaken on the racer, Braam is quick to point out little problems and make recommendations for coping with them. This formidable man-machine combination, once on the track, is likely to impress friend and foe alike and bring home the prizes.

According to Bruce, a project such as this, where all workshop and technical staff have a hand in bringing together a visible and tangible product, is a work and interest motivator *par excellence*. The guys are anxious to see what success their end-product can achieve and regard the racer as their own. This is 'spanbou' of the highest order and has the advantage of positive ramifications throughout the entire corporate structure. At the same time they are waving the Boxer 'flag' as this type of motor outsells all other BMW models. A third advantageous spin-off from the racer project is that it teaches the workshop

people the *attention to detail* requirement in business and industry, which is so sadly lacking all over nowadays. The product-of-the-imagination 'Murphy's Laws' come into play as well. His arguably most important 'law' is that anything that can happen will happen. Bruce maintains that if in racing, there is a 100:1 chance that something will happen, it will! He argues that racing bikes at any level (as is the case with so many other applications in life generally) amplifies the deficiency in design, materials and workmanship to a degree where failure becomes unavoidable.

We at the club congratulate Bruce and his people on what has been achieved so far and would like to see the finished product not long from now. May everybody's enthusiastic involvement bring about a machine of which the entire BMW fraternity can be justly proud. We are extremely eager to learn just how successful this protégé is and trust that it will be able to further enhance the BMW product image as number one in the world.



*Bike guru Simon Pilfold casting a kindly eye over the racer before the test run.*

*Another project from the Bavarian fold is Simon's cafe racer which is nearing the final stage of completion.*



### Events schedule to be included soon

**W**e have received a request from a reader to attach the year's events planning list to each copy of Spoke 'n Piston as well. As you know, the schedule appears on our web page on the internet. But seemingly, readers are loath to turn to some other part of the page to see what rides and other activities are planned for the year, hence this decision.

This year is almost at an end with one more newsletter set to appear for November/December. But in the new year the schedule will be provided with up-to-date information on the Club going on for 2003. We hope that this service will assist you in your planning so that we can see more of you at these events. After all, biking is for shared riding pleasure, isn't it?

### Bydraes in Afrikaans gevra

Nouja, Spoke 'n Piston is nou wel op die internet as deel van ons webwerf, maar dit wil nie wegneem van die feit dat 'n aansienlike persentasie van ons lede Afrikaanssprekend is nie. As u dus iets op die hart het wat u in daardie taal in hierdie nuusbrief wil uitspreek, is u baie welkom om dit te doen. Stuur u bydrae gerus aan die redakteur by die adres agter in hierdie nuusbrief vermeld, of e-pos hom by [henrih@netactive.co.za](mailto:henrih@netactive.co.za) direk. As u 'n interessante storie het om te vertel of 'n opmerking wil maak oor een of ander aangeleentheid, advies wil gee of 'n brokkie nuus wil mededeel, maak gerus van hierdie geleentheid gebruik. Foto's is ook natuurlik welkom. Kom mense laat ons van julle hoor. Moenie op julle laat wag nie.

## Techno Speak for the not so Technical

### Part 3

## On Becoming Unglued

(Henri Heyns- with technical input from Bruce Meyers and staff)  
Adapted from an article by David L. Hough in *BMW Owners News*- Aug. 2001

I've often marvelled at the sight of serious motorcycle riders 'hanging-off' to the one or other side of their steeds when cornering, so much so that some of them actually scrape the ground with their knees. One day I came across a super bike rider and asked him how it was done. He eyed me with suspicion and replied without hesitation: "Don't even think of it. You'll kill yourself!" That put paid to my desire of trying out this technique, as at my age I have no desire to gain first hand experience in coming off in a hanging-off exercise gone wrong. But let's go back a few paces.

Mike 'the Bike' Hailwood was a champion British racing rider back in the 1970s, and is still remembered by the older biking enthusiasts. In his prime he could ride a motorcycle around the tricky Isle of Man circuit faster than anyone else. He knew the track like the back of his hand and rode every race consistently, smoothly and absolutely in control, without ever hanging a knee off the bike. It was as if Mike the Bike was glued to the saddle. But times have changed and today every road racer employs the hanging-off technique as if it were his own.

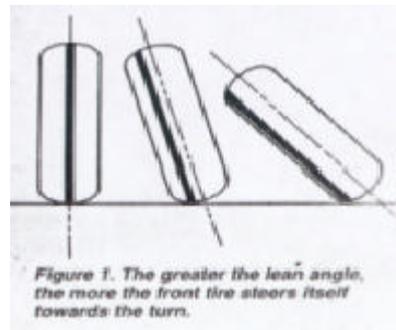
Many of us probably wonder if hanging-off is something that the ordinary street rider should even consider. Does it have real advantage or is it just a show-off gimmick? Even if it is an advantage on the track, is it a skill that bikers should use? In a nutshell, hanging-off in turns can help stabilise the bike and neutralise steering effort, whilst increasing lean-over clearance. One major difference between Mike Hailwood's style and that of today's road racers is that motorcycles have been improved tremendously. For instance, back in the 70s, motorcycle wheels had narrow rims and tyres generally had round cross sections. Today's tyres are typically much fatter and wider, with oval-shaped profiles. Tyre profiles and compounds contribute greatly to what happens as the bike is leaned over into turns. Not only do tyre compounds provide

better wear and better traction, but wide, low-profile tyres have other advantages. First, the wider, flatter footprint puts more rubber on the road and bridges across-surface problems such as grooves or cracks. Second, a low profile front tyre helps maintain a more consistent trail ('castor') as the bike leans. Third, an oval profile results in more consistent engine RPM as the bike leans over.

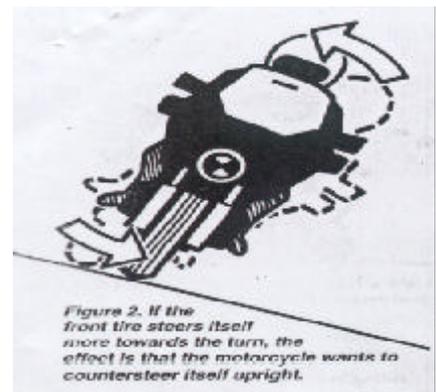
### Tyre Profile vs Drag

One characteristic of a wider profile tyre is that the contact ring shifts further towards the side wall than a narrow tyre as the wheel leans over. (Fig. 1)

What's important about that? Well, for one thing, it affects steering. The front wheel is being pushed down onto the road by its axles, but the tyre is dragging backwards down at the contact ring, due to its rolling



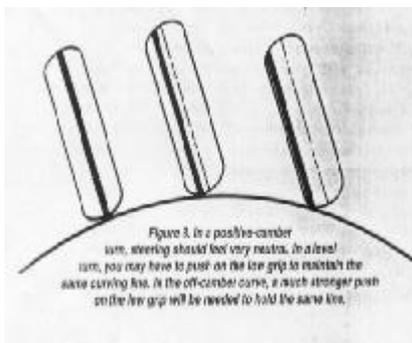
friction. As the tyre contact ring moves farther and farther away from the centreline of the bike, the drag on the tyre has more torque to pull the wheel towards the turn. In other words, a wide tyre's drag steers the wheel more towards the turn as the bike is leaned over. Remember that a two wheeler balances by counter steering. To lean the bike left, you momentarily steer the front wheel right, which forces the motorcycle to lean ('roll') towards the left. We all know the old 'push left to lean left' rule. Because of front end geometry, the front wheel also counter steers itself. In a left turn, if the front tyre steers itself more towards the left, the effect is that the motorcycle wants to counter steer itself upright back into a straight line again. (Fig. 2)



To keep the motorcycle leaned over and continuing around the turn, the rider must maintain pressure on the low grip to resist the counter steering action of the wide front tyre. Letting up on that low grip at the curve exit, allows the front wheel to steer itself more towards the curve, rolling the bike back into a vertical position again.

## Road Camber

Riders may have noticed that sometimes the bike seems to hold a lean with very little pressure on the low grip, whereas sometimes, one has to push hard or even pull on the low grip to maintain the same lean angle. Why is this so? Part of the answer is road camber, the slant of the road in curves. Some roads slant towards the curve (positive camber), whereas some slant away from the curve (negative or 'off'-camber). Consider a bike leaned over to the same angle in three different curves, one with positive camber, one with the pavement level, and one with negative camber. Notice that the lean angle of the bikes is the same in all three turns. (Fig. 3) In the positive camber turn, the contact ring will be close to the bike, so side drag from the tyre will be minimal, and steering should feel very neutral. In a level turn there will be a moderate amount of off-set drag, requiring more push on the low grip to maintain the same curving line. In the off-camber curve, the tyre will drag much more towards the inside, requiring a much stronger push on the low grip to hold the same line.



## Changing Road Camber

If you think about how roads snake up and down hills and around corners, it should be obvious that road camber is constantly changing. Even on a straight road, the surface may stagger from a left

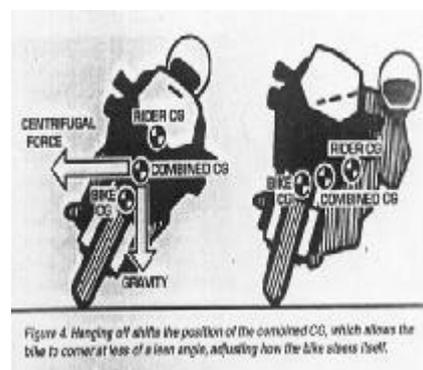
slant to a right slant and back again. Most of those twisty two-lane roads we like to ride have a crowned centre to allow rain water to run off, so where you position the bike in the lane makes a big difference in the camber under your tyres at that moment. That helps to explain why the feedback from your handlebar grip seems to change from one moment to the next. Even on a perfectly cambered road, if you follow a 'delayed' apex line, your tyres will cross different cambers at different parts of the curve.

Back in the 'good old days' camber didn't have as much effect, because those old round profile motorcycle tyres didn't cause as much of a sideways shift in the position of the contact ring as the bike leaned over.

## Hanging Off

Consider a contemporary bike leaned over into a curve, with the rider seated exactly on the centreline. The bike has its centre of gravity ('CG'), the rider has his CG and we can assume the two have a combined CG. With the rider sitting balanced in the saddle, the combined bike rider CG is close to the centreline. Gravity is pulling the bike into a lean towards the curve, balanced against 'centrifugal force' pulling outward. The rider controls balance and direction by slight adjustments in the position of the front tyre contact ring. Hanging-off (shifting weight towards the inside of the curve) allows the bike to hold the same line at less of a lean angle. The bike/rider CG is now in a slightly different position, allowing the combination

to follow the same curve at the same speed with the machine leaned over slightly less. (Fig. 4)



It is obvious that the bike will have more lean over clearance with the rider hanging off towards the inside. What's not so obvious but just as important, is that it moves the contact ring back towards the

centreline of the tyre, reducing the counter-steering force being generated by the front tyre. If the rider has to maintain a strong push on the low grip to keep the bike leaned over, that really means the bike would like to counter steer itself upright. In other words the contact ring is too far from the centre line to allow the bike to stabilise itself on that particular camber, curvature or speed. Now consider that reducing the side force on the front tyre reduces the traction being consumed. What that means is that you don't increase the risk of a slide out by leaning your body to a different angle than the motorcycle, and you may actually decrease the risk of a slide out.

### **Learning to Hang-Off**

The first step in learning to hang off is to get yourself unglued from the saddle. Many of us are paranoid about moving around in the saddle, because we've noticed that wriggling around on the bike does strange things to the handling. Fortunately, most BMWs have steady, predictable handling, so you shouldn't be afraid of shifting your weight around. Rather than live in fear of things we don't understand, let's get a handle on what's happening, so that we can use our weight to advantage when it's appropriate.

Perhaps the first place to start would be to try some exercises with your bike. As with any practice exercises, you would be smart to wear your crash padding and find some unused parking lot away from traffic. Learn to stand on the pegs whilst riding in a straight line. Get the bike up to 40 kph or so, and then lift your butt off the saddle, placing your weight equally on both foot pegs. When that gets familiar, try loading your weight more on one peg, and then on the other peg. You'll have to lean the bike away from the peg you're standing on. Remember you control lean angle by counter steering – to lean the bike left, push more on the left grip. Once you're comfortable with standing on the pegs, try lifting your weight slightly, and sliding your butt to one side of the saddle for three or four seconds, and then back to the centre. Then shift your butt to the right and back to the centre. Try sliding over further and further, whilst holding the bike in a straight line. Keep your 'outside' knee against the tank to help keep you from sliding off. That is,

when hanging-off to the left, keep your right knee hooked against the tank or saddle. As you become more comfortable about hanging-off, concentrate on relaxing that death grip on the handlebars. Try to make small steering corrections without pushing your body around, and shift your weight around without wriggling the bike. While you're shifting your weight around on the bike and leaning it to compensate for your different body positions, try to figure out what sort of feedback you're getting through the grips. For example, as you lean the bike left, do you have to push harder on the left grip, does steering stay very light, or do you have to pull on the left grip to keep the bike from falling over? Does the bike try to turn left or right when you place most of your weight on the right foot peg?

### **Ergonomics**

Of course, your ability to move around in the saddle depends on the ergonomics of your bike. Ideally, you should be able to move your body around in the saddle independently of the handlebar grips. That means that most of your body weight should be balanced over the foot pegs in the normal riding position, and your arms should be slightly bent, reaching for the handlebar grips. If you have to brace yourself against the handlebars to move around and hold yourself on the bike, you will be making steering inputs whether you intend to or not.

There are lots of bikes around with ergonomics that severely limit a rider's ability to move around whilst riding. 'Cruisers' tend to have forward-mounted foot pegs that prevent standing on the pegs at all. Some handlebars are so low, or curve back so far that it's impossible to stand on the pegs and still reach the grips. Also, sometimes the angle on the grips of those 'buckhorn' bars may be so awkward that you can't move out of your assigned spot and still maintain a grip.

Touring bikes are more likely to have foot pegs and handlebars in the right positions, but the trend has been towards deep bucket saddles which pretty much locks the rider's butt into a single position. This isn't just a comfort thing – if the ergonomics of your bike are awkward, you can't expect good control in situations such as cross winds or off-camber turns. You'll have to find your own

compromise between style, long-haul comfort and control.

## On the Road

Assuming your bike has tolerable ergonomics that allow you to move around, it's time to try hanging-off on the road. First, try to feel what the bike is telling you as you negotiate a few turns. Is steering light and responsive while the bike is leaned over, or does it demand more and more push? Does the bike have lots of lean-over clearance or does it make sparks frequently at the middle of the corners? If steering is neutral and you don't have a touch down problem, hanging-off is probably a waste of time for you. But if your machine makes sparks too easily, or keeps bending the side stand lever, or requires a lot of steering effort to hold your intended line, hanging-off may be a helpful tactic. You may discover that hanging-off a few centimetres makes a big difference in steering effort, or allows you to follow a smoother line.

When you do hang-off in corners, consider the following additional tips:

1. Keep your 'low' toe tucked in tightly, away from the pavement
2. Steer with your 'low' hand (the right hand in a right hand curve)
3. Allow your 'high' elbow to relax (relax your right elbow in a left hand curve)
4. Hang-off only as needed to neutralise steering
5. Keep your eyes level with the horizon.

Regardless of the good or bad manners of your machine, hanging-off may be a smart idea for a severely off-camber surface, or a steady cross wind. The point is, don't throw away better control of your bike just because your habits have you glued to the saddle. I suppose even Mike the Bike would be hanging off his machine these days, if he were still around.

---

### Contributions for publication welcome

If you have a good story, experience (good or bad), riding tip, overnight stop or whatever to share with our readers please let us hear from you. Send your stuff to: The Editor, Spoke `n Piston, c/o the address on the back page. He may also be contacted direct at (012)430-5799 or e-mail: henrih@netactive.co.za Come on guys and gals, please let's hear from you.

As I see it...

## Criminal Intent

(Henri Heyns)

An alarming tendency is raising its ugly head, according to a report in the local press recently. Seemingly tow truck operators are experiencing a drop-off in business and in some cases have resorted to deliberately spilling diesel fuel oil on the roads to cause vehicles to skid and crash.

Oil on the road is bad enough for four-wheeled vehicles, but the mere thought of it is hair-raising for motorcyclists. To think that people can be so unscrupulous to spill oil with intent is really the limit. There is little a rider can do when hitting an oily patch but hang on, say a prayer, and hope for the best. But more often than not, a spill is inevitable with all the nasty bits and pieces that come with it.

Fortunately for us an oil spill usually consists of a patch or strip on the road somewhere which could probably (and with a little luck) be avoided by careful maneuvering, obviously with intelligent speed and alertness permitting. But if it is a malevolent act by a person, spreading a slick of oil over the entire road surface, the chances of corrective action are considerably reduced, if not well nigh impossible.

The remedy? Sorry, but there is no easy answer here apart from the often repeated pearls of wisdom:

Reasonable speed

Avoid travelling at night

Avoid travelling in the rain

Stay away from booze when riding

Constant alertness all round

To my way of thinking the harshest form of punishment should be extracted from criminals who perpetrate such irresponsible actions. They constitute a severe threat to all road users, and motor/motor cycling clubs should bring pressure to bear on the authorities to ensure that appropriate punishment is meted out. Road users should be on the look out for such actions and culprits reported.

# Fototegnieke vir die fietser

(Helenus Kruger)

Deel 2.

## Die neem van foto's

Daar is 'n paar basiese reëls as dit kom by die neem van foto's. Baie keer is die oplossing vir daardie swak foto van jou baie meer eenvoudig as wat jy dink. Ek lys 'n paar basiese beginsels. Soos ek verlede keer genoem het, is daar natuurlik altyd die uitsondering en reëls is tog daar om verbreek te word:

1. Vroeg oggend en laat middag is die beste tye om te neem. Die lig is dan sagter as wat dit in die middel van die dag is. Dit het ook 'n warmer gloed wat kleure op die foto ryk en warm laat lyk. Pas die reël toe sover jou reisplanne dit toelaat. Verken jou area deur die dag en gaan terug more oggend vroeg vir daardie wenfoto!!

2. Vermy die neem van foto's direk in die son in. Dit sal jou foto vaal laat lyk en die kamera se lens sal 'flare' optel. 'Flare' is daardie seskantige blokkies wat jy soms op jou foto's sien en word veroorsaak wanneer die son direk op die lens skyn. Neem altyd met die son agter jou, of skuins van agter, nie meer as 45° nie. 'n Goeie plan, veral met mik-en-druk kameras, is om sommer jou hand plat langs die kamera te hou om die son weg te keer van die lens.

3. Elke foto moet 'n onderwerp hê. Probeer om 'n fokuspunt in jou foto te identifiseer. Moenie net die landskap neem nie, kyk vir iets soos bv. 'n droë boom of 'n klipheining wat jy in jou foto kan gebruik. Hierdie voorwerp verskaf dan 'n fokuspunt tot jou foto en 'lei' as't ware die kyker in die foto in. Met stadstonele of landskappe werk dit soms om 'n persoon in die voorgrond te plaas (of natuurlik daardie mooi BMW!). Hierdie tegniek gee die kyker onmiddellik 'n idee van hoe groot of hoe ver die agtergrond werklik is. Die menslike oog weet hoe groot 'n mens is, en die grootte-vergelyking met die gebou of berge word outomaties gedoen

4. Verander die hoek vanwaar jy neem. Moenie altyd staan en neem nie. Hurk, le op jou maag of klim op 'n hoë rots. Jy sal verbaas wees hoe die perspektief verander deur weg te breek van die standaard ooghoogte foto.

5. Kyk soms 'smaller' as die hele prentjie voor jou. In baie gevalle geld die reël van "less is more". Moenie altyd soveel as moontlik in een foto wil inprop nie. Neem 'n besige Afrika straatmark as voorbeeld. Insteede van 'n foto van bv. 'n hele straatmark, gaan nader en identifiseer die groenteverkoper en neem 'n portret van hom. Neem jou reismaat af waar hy iets

koop of rondkyk met die mark in die agtergrond. In landskapfotografie kan iets wat eie is aan die omgewing gebruik word. Byvoorbeeld die Oos-Vrystaatse sandsteen. In plaas van 'n wye foto met soveel berge as moontlik, gaan nader en neem 'n naby foto van die kleure en tekstuur van die sandsteen.

## Biking snippets from the U.K.

According to a British biking magazine, Monday, February 2003, is going to be a heyday for two-wheel users in London. From that day on everyone moving in and out of that city by vehicle will be subjected to a charge of £5 (about R82.50) for that pleasure. But, as the correspondent says, in a 'gob-smacking move of bureaucratic enlightenment', motorcycles and mopeds are exempt from this rather severe traffic-regulating measure. He goes on to say that it would be nice to think of this gesture as the thin edge of the wedge and that city councils across Britain are going to see motorcycles as part of the solution to the congestion issue.

Editor's comment:

*We in South Africa are also becoming aware of the growth of traffic congestion in urban areas at an alarming rate, so much so that measures may soon have to be introduced to curtail the entry of vehicles into city centres around the country. This is where the two-wheeled vehicle will come into its own for obvious reasons. One is therefore not surprised that forward-thinking BMW and some other manufacturers have introduced motorcycle-type utility vehicles like the C1 for those who 'wouldn't want to be seen dead' on a bike, but wish to have the space saving and low running cost of a two-wheeled commuter. Should this come to pass and levy be raised on vehicles entering or leaving the centre of town, our authorities will hopefully have enough sense to appreciate the logic of their London counterparts and allow single track vehicles free access and egress. And may we pray that the toll gate hoarders in and around our fair city also become enlightened and give us a fair deal.*

# Heaven in the Bush

(Jonathan Burke)

## *Editor's Comment:(1)*

*Club member Jonathan Burke has written in to share with us a find, less than a day's ride from Pretoria, that might appeal to bikers, especially GS types, for whom he hustle and bustle of city life become too much every now and then. The place is in picturesque Mpumalanga, near God's Window, and he continues with obvious enthusiasm:*

“Picture yourself standing at God's Window - Mpumalanga - and gazing down over the Lowveld and all you see are TREES, TREES and more TREES. Sure you know precisely what I am talking about! Hiding UNDER those trees, and believe me that is EXACTLY what it is - HIDING- just to the “left” of God's Window - looking out East - are THREE LOG CABINS, open to the public!!

Log cabin 1 - sleeps 6, cabin 2 - sleeps 4, cabin 3 - sleeps 6. Access to these cabins: one turns off the Hazyview - Bosbokrand - Acornhoek Road, 'back' towards the Escarpment, and travel about 10 kms on a dirt/gravel road.

NOTE: GS guys....no problem. 'Good' condition....I suppose a Grade 1/5 ...judging by Adriaan's standards, but road bikes....nah. Although my Corsa did it - no problem - not IDEAL road bike road!

As for the cabins - EVERYTHING - is supplied ; bedding, wood (braai wood), kitchen utensils (pots, pans, cutlery & crockery), fridge, stove, geyser, lights - all gas operated - flush loo, (NOT a long drop!) All you need take is food & drink, etc. There is NO cell phone coverage. GPS - dunno about that due to being UNDER the trees, which are DENSE!! (and HUGE!!)

Had to leave the best part for LAST - cost:

Cabin - whether the 6 or 4 sleeper - R25.00 per day.

Per Person Per Day - R15.00

Fire wood - R6.00 for two bundles.

Although prices may increase once the popularity grows - and word gets around about this place - I do recommend this as a magnificent break-away, especially for the GS guys and even the ROAD guys - in cars. Take the WHOLE family, even EXTENDED family, if you get on well enough with each other!!!

Just bear in mind: no electricity - no TV, DSTV, m/wave, hot brush, etc!!!!

Distance from Pretoria - Welgevonden is about 400 kms.

Treat yourselves.....

Regards,  
Jot Burke  
R1100 RT  
'Comfortably Numb'

## *Editor's Comment(2):*

*Jonathan mentions that he has divulged this information to us all 'after much deliberation', but the reason for his qualms is not clear. Surely 'shared riding pleasure' is the motto that binds the Pretoria BMW Motorcycle Club together and we would expect every member to share with us the location of interesting places so that it may be enjoyed by all who wish to look them up. Thank you Jonathan for breaking new ground. Other members are also requested to use this newsletter to make known interesting places to ride to, that they may have come across.*



*It was nice to see Wally Banitz again, at the last Club social after having been ill for some time. With him is daughter Sarita making sure that he doesn't get into any mischief.*

# Check the other side

(Original author unknown; adaptation by Henri Heyns)

Hey China have you seen those BM O's  
I showed them how my boney goes  
They check my scooter's higher speed  
But say that's something they do not need

From light to light I dropped the clutch  
To show them what they want to watch  
They tried their best to keep abreast  
But all for nothing and the rest

As they at last catch up with me  
Disgust in my eyes plain to see  
I check the pot on either side  
It must be there to make them glide

I pull off like a super rocket  
The chain spinning the rear-end sprocket  
And reach three hundred k's an hour  
By twisting up to just half the power

Twisties and straights are in my stride  
As I show those O's the way to ride  
I stop for chow with my joy and pride  
And wait for the O's I thought had died

We tune each other about my bike  
And what they do and do not like  
They say goodbye and I say cheers  
To finish off my stack of beers

We meet again a short while on  
They talk about their rallies gone  
They like hotels, no camping site  
Where no one swears or picks a fight

No tug of war, no tyre throw  
Not even a tuft of grass to blow  
No burn-outs, doughnuts, wheelies mate  
Nor do they think much boozing great

They dress all right, in fact demure  
They don't enjoy themselves for sure  
They try their best to heed the law  
The most boring bunch I ever saw

I say goodbye and start my steed  
The one sure thing I do not need  
Is O's who think they have it all  
But miss out on a lekker jol.



## Guffaws

A salesman living in East London somewhere served an outlying route which necessitated his having to spend nights away from home frequently. One night at home, the phone rang which he answered and his wife overheard him saying to the person on the other end of the line that he didn't know and suggested that the caller rather ask the weather bureau. "Who was that?" asked his curious wife. "A man who wanted to know something" replied the husband. "What did he want?" she persisted. "He wanted to know if the coast is clear for tonight."

## Seven Wisdoms

(With acknowledgement to The Beemer, September 02.)

Always remember you're unique – like everybody else

Never test the depth of the water with both feet  
If you think nobody cares if you're alive, try missing a couple of car payments

If at first you don't succeed, skydiving is not for you

Don't squat with spurs on

Some days you're the bug; some days you're the windshield

It's always darkest before dawn. So if you're going to steal your neighbour's newspaper, that's the time to do it.

## 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.

### CLUB ADDRESS:

**Bavarian Motorcycles & Accessories cc,**  
7 Ockerse St., ARCADIA 0083  
P.O.Box 23848, INNESDALE 0031 Tel. (012) 323-4865/6  
Fax (012) 323-1630 E-mail: Bavarian@mweb.co.za