

SPOKE & PISTON

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From the Chair...



It is the end of yet another very successful year for the club and I would like to make use of this opportunity thank all the members of the Committee and the two subcommittees for their time and effort spent in the planning and running of our club this year. I don't think that a single member can complain (with good reason) that the club did not meet with all their expectations. In the same instance I would like to extend my gratitude to all the members of the club for their support throughout the year, without which the Committees could not have functioned the way they did. I can assure all members that next year will even be more exciting as far as events are concerned.

The end of this year is also a highlight for our very supportive principal dealer Bruce Meyers, who has, after months of endless frustration and meetings with all the bodies involved, finally started construction of his new showroom which will also benefit our club to a great extent. In order to celebrate this achievement, Bruce has planned something special for the Noggin on the 3rd of December.

On behalf of the Committee and subcommittee members I would like to wish you all a joyful festive season and a prosperous New Year.

Deon Gericke, Chairman.



Change of Club Emblem

(Henri Heyns)

The observant reader would have been quick to notice the new logo on the front page of this newsletter. Yes, the old faithful badge that has served us so well has had to be booted out in favour of change, a buzz word that is bandied about quite a lot these days. This new Club emblem will from now on feature prominently on our banners, letterheads, web page, and regalia. It had to happen sooner or later because as the years wear on, we know only too well, almost everything changes.

The Pretoria BMW Motorcycle Club was formed in the early eighties by a number of intrepid BMW fanatics with Bruce Meyers of Bavarian Motorcycles providing the home from which its activities could be planned and directed. As is to be expected, even then parent company BMW protected their blue and white 'propeller' insignia jealously and frowned upon anyone tampering with it or using it injudiciously.

All clubs should have a logo and naturally this was one of the first items brought up at the inauguration meeting, the outcome being the emblem that we all know so well and have displayed proudly for so many years. But this has had to change. BMW became increasingly concerned with its logo being used willy nilly and sometimes for unauthorised purposes and has clamped down by issuing a set of strict rules, as to when and how and in what connection its emblem may be used.

The above has set your committee the onerous task of developing a number of alternative logos for submission to members to vote for at a special general meeting. This gathering took place on Friday 6 November at Bruce's Place to coincide with the monthly Noggin at which some sixty members were present. Recognising the impossibility of satisfying every club member's idea as to what a suitable insignia should look like, four designs considered best by the committee were presented to the meeting and club members were asked to find the one most suitable for adoption.

The International Council of BMW Clubs is very specific as to what they want and what not. During the meeting, several suggestions for improvement were made, but to no avail. Many felt that the appearance of the wording could at least be enhanced by centre-justifying the club name so that the word Pretoria could appear in the centre of the line. We were told no, this was not allowed and I was shown a letter, a line of which is quoted here verbatim: 'The name of the club starts on the left at the beginning of the line. The name is not to be moved to the centre even where it does not completely fill the line'. Let it be noted though that the badge may be used with a white or black background. My choice is the latter.

So, for every argument there was a counter as to why things are the way they are. There was also the question as to whether we should retain the block at the bottom of the old badge, confirming that we are a member of the BMW Clubs Africa. However, the change protagonists were quick to point out that every BMW Club is automatically a member of that body so as to make the statement superfluous. Furthermore, the word 'Pretoria' is now placed at the end of the club name, to be in keeping with general practice all over. In the end, paid up members were put to the task of voting on one of the four designs, the result won by a short head, being the one shown herein. So much for freedom of speech and ideas in the twenty first century!

But time moves on and yesterday's beliefs and ideas belong to yesterday. Let us congratulate those astute committee members who were involved and spent many hours in the conception, design and finalisation of an emblem we should and will be proud of. Whilst we older members say goodbye to the old emblem with nostalgia at the passing of an old friend, let us accept the inevitable and throw in our weight behind the new signage. Let us also never forget that people are normally associated with the people with whom they mix, so please let's do our new BMW badge proud!

By the way, don't just throw away the old insignias that you may have. As has been shown so often, collectors will one day pay handsomely for the old regalia and badging. It may not happen in our lifetimes, but think of how your descendants may thank you for having left them something to remember you by.

Bavarian's new look underway at last

(Henri Heyns)

Bavarian Motorcycles has occupied premises in a narrow one-way street in the heart of Pretoria since the mid eighties. It is situated in Ockerse Street, just off Vermeulen Street, beside the Apies River bridge in the heart of the city. At first deemed adequate for the volume of business conducted, Bruce Meyers and his staff worked hard at this dealership and as their world of BMW motorcycles expanded, soon began thinking of expanding, preferably without having to move to new premises. Bruce said that lack of parking space for bikes and cars was probably the main driving force behind the move. With the volume of work now done plus the fact that his staff numbers twenty eight people, most with some mode of transport requiring parking, the situation had become untenable.

There was an old dilapidated dwelling, owned by the City Council, right next door on the corner and used on and off by a group of back-yard mechanics. Bruce set his sights on this property, the acquisition of which would allow Bavarian to expand without having to move house, so to speak. He obtained the services of an architect who designed an attractive 425 m² showroom with a 100 m² mezzanine floor to complement the building presently occupied, whilst also providing parking space for some 17 motor cars.

Early in 2001, Bruce submitted an offer to purchase and negotiations got under way, but as the old saying goes, things are not always as simple as what they seem. Initially the City Council responded positively and replied that the matter could be concluded in four to six months conditional upon an acceptable purchase price being reached. After twenty months of faxes, telephone calls and personal contacts, nothing had been achieved. Instead, the City Council demanded an application fee payment of 10% of the purchase offer, non refundable if the application was unsuccessful. This sizeable fee was duly paid, with Bruce and his agent spending the following two years hard on the heels of the authorities in obtaining provisional approval to ensure that the deposit wasn't lost.

Then came another hurdle. The Heritage Council notified Bruce that the house he contemplated demolishing was over sixty years old and had therefore become a national monument. This placed this wreck of a building under this body's control, the upshot being that Bruce was now required to seek and obtain approval from this body before even one brick could be removed. Also, research into the origins of the old building had to be conducted for which the services of a historical architect had to be enlisted. Advertisements had to be placed in the local newspapers to notify interested parties of Bruce's intentions and to await objections, if any, to the proposed demolition. Needless to say, more application forms had to be completed, inspections held, meetings convened, objections heard, and at last, after deliberations of five months, the all clear was finally received.

But the end was not problem crept in when refused to allow used as an entrance to of possible disruption obstacle had to be a traffic engineer to Street at the busiest finding was that the left to turn off to Bavarian used, a fact in response had to grant approval long last work was

Asked about a time Bruce was cautious and



yet in sight. The next the City Council Vermeulen Street to be the building because to traffic flow. This overcome by getting survey Vermeulen hours of the day. His lane (the lane to be used Motorcycles) was least to which the Council for the go-ahead. At allowed to begin!

frame for construction, said not to expect

fireworks too soon. Building will probably start in January 2005 with finalisation earmarked for round about June. He said he was happy to have got this far and hoped that the exercise will work out as planned. "There is so much red tape, procrastination and sometimes downright inefficiency involved that I hope never to go through a similar exercise again."

The new showroom will house new and used bikes. There will be change rooms, a kitchen and our club will have an office of its own. The 'old' building remains essentially the same with the workshop being left intact. The present showroom will probably house a service workshop in the new set-up. With everything completed, Bavarian Motorcycles will occupy a total area of some 2500 m², including the parking space.

The members of the BMW Motorcycle Club, Pretoria, congratulate Bruce on his vision and the tenacity with which he pursues his objectives, whilst also wishing him and his team every success with this magnificent venture. We have been looking forward to this development eagerly for some time now. We know him to be an astute, fair and generous businessman and friend and accept graciously the positive spin-offs to the club from the successful operation of this undertaking and look forward to the inauguration of the new building with understandable impatience. Well done Bruce. Go for it!

Fear – Arguably the best motivator in the retail business

(Henri Heyns)

The concept that I would like to bring across is that, to my way of thinking, fear is the highest motivational factor in making people buy goods and services. However, this contention is possibly fraught with inaccuracies. Readers would be quick to point out that there are many other motivational factors to bring about the same result and would probably mention concepts such as greed, avarice, conformity, self respect, macho-ism, individualism, love, hate, poverty, wealth, self-esteem, loyalty, devotion, national pride, and so on as triggers for spending their hard-earned cash.

Being a cautious rider, although presumably holding my own when it comes to riding with people my own age, I firmly believe in wearing appropriate protective clothing whether going on a long trip, visiting my sister in JHB, or dashing into town for shopping. I would for instance, never ride without my helmet (which is illegal anyway), gloves, at least a pair of protective long pants, boots and something substantial to cover my arms and torso. Admittedly, this list is not even near 100% protection by any means as 'perfectionists' would hasten to point out. It is also not intended to be that, but is at least some form of protection in case of a mishap somewhere down the line. At least it is much better than wearing short sleeves, shorts, 'plakkies', and no gloves, as one often finds with motorcyclists tearing around town on super bikes.

On a hot summers day when working in my garage or garden in shorts and a T shirt, I sometimes take my car to run a quick shopping errand rather than become involved in a get-up for biking that is time consuming and devilish uncomfortable in this kind of weather.

What I'm getting at is that life revolves around the actuality of trade-offs in whatever one does. If one cannot have the best then second or even third best will have to suffice until such time that the best becomes available. The purveyors of protective gear for bikers work on the 'all or nothing' principle which simply stated means that full protective gear is the minimum when mounting your bike, whether to go on an extended trip or just around the corner for a test run. Make no mistake, they're quite right because a spill within sight of your home could have the same (or even worse) result as being far away from home. Of this incontestable fact there are many examples. So, because of serious injury suffered by people biking whilst not properly attired and coming off for whatever reason, you fear a similar scenario and dress up to have a better chance of surviving if something should go wrong. There is of course nothing wrong with this viewpoint, but at the same time, this fear is a purveyor's dream. The more expensive the stuff he can palm off onto you, the better for his business. And don't forget, there is clothing for when it's cold, hot, raining, windy, and so on, making the duplication of biking apparel all the more necessary (and expensive), not to even mention what's in style and what's not! Added to this, is the conundrum that no amount of protective

clothing *guarantees* that you won't come short in case of a spill. Think of what would happen to you if you had to run into a brick wall head on at a speed even as low as 30 kph, irrespective of what protective clothing you have on!

However, there is also a down side to the above 'dress for the occasion' argument. If you were to feel compelled to dress up to the hilt for the around-the-corner run, the fuss, bother, wasted time and discomfort would probably force you to forego the pleasure of the trip. And this is my point. Risk is an essential part of life, as we all know very well. Also, and unfortunately so in many cases, the riskier the undertaking, the more the enjoyment. Isn't motorcycling dangerous? Of course, the esteemed reader would reply. Then, why do we ride? Aren't flying, hang gliding, parachuting, bungee jumping, snorkelling, cycling and a dozen other activities also dangerous? You bet your life they are! Everybody knows that even living nowadays is dangerous. You may be stabbed or shot just going to the supermarket to buy a loaf of bread. Even crossing a street could be a risky business, as is sitting and watching television in your own home these days. Sure, the chance of anything like this happening to you is remote, but it **does** happen to people, as any newspaper any day will readily confirm.

The sensible answer to the above would be that life in itself is a calculated risk and that the better you play the odds, the more enjoyment, pleasure, excitement, or fulfilment if you wish, there is to be had. This would inevitably apply to whatever you do or don't do. Psychologists will argue that risk is a matter of perception by the individual. For instance some guys would rather become involved in track racing than jump from a height at the end of a bungee cord. Others again would prefer handling poisonous snakes rather than go deep sea diving. Some people would rather risk the day-to-day suffocating traffic on the JHB-Pretoria freeway (or is it speedway?) on a bike or in a car than fly in an aircraft, although the latter is statistically far safer accident-wise than a motor vehicle. It all depends on what the individual perceives as a risk and what degree of satisfaction he derives from the frequency and depth of exposure to that particular risk. (I'm not suggesting the anyone is likely to derive any particular kind of satisfaction from commuting between Pretoria and JHB but rather that it will be regarded as a necessity in the scheme of things.)

Let it be as it may. Risk professionals differentiate between pure risk and calculated risk, most being of the latter variety, fortunately. An example of the former is playing motorcycle 'chicken' with a mate to see who swerves away in the face of oncoming traffic before the other, or Russian roulette with a revolver, where one also has nothing to gain (other than remaining alive) but everything to lose. The calculated risk variety, as its name implies, is where there is something to gain if the outcome is successful, with 'success', of course being defined according to the chance taker's risk profile, i.e. the degree of gain/loss he is prepared to accept in either case.

Of course, everyone has a different risk profile. A pensioner with a low income would look at spending R100 totally differently, compared to a young juppy with a billionaire father. Similarly, the person who is afraid of everything and anything should not even think of getting out of bed, let alone leave his house!

So, to sum it all up, life itself is a game of chance, with risk an omnipresent factor. Every time we make a move there is a chance of success or failure. The success part does not worry us all that much, but the failure part does. If the price we have to pay for failure isn't high, fine, but if it is significant compared against our risk profile we start having qualms and have to make sums, looking for a way around the risk. As is to be expected, most of us learn from our failures and will be on the lookout for risks. Writer E.W. Howe once said that a good scare is worth more to a man than good advice. That in essence, is also part of life.

Contributions Sought

The year is at an end and looking back, the number of articles and other contributions submitted to S `n P have been pitifully small, to say the least.

Some people say that the stories they send are published on our Web Page and can be downloaded from there. But that`s not good enough as S `n P also appears on the Web Page in any event. What`s the use of duplicating material on the Page?

Please make it your new year`s resolution to make at least one contribution to S `n P in 2005. Your newsletter is crying out for stories, view points, complaints, suggestions, jokes, test reports, technical advice, frankly anything in good taste and printable.

BMW K 1200S write-up in the Netherlands

(Henri Heyns)

All biking enthusiasts will by now have read umpteen road tests, some full of accolades, with others fairly critical, of BMW's new baby, the K 1200S, due for release here sometime early next year. I'll wager a month's pension though that most were from English speaking countries where we at least understand what is being said. But what do writers say about the bike in countries where English is not the main language? Just for kicks I managed to get hold of a Netherlands bike magazine called Pro-Motor, to see what it has to say, and that amounts to plenty as far as I can make out. With my very rusty Dutch (I took it as a part subject for matric more than half a century ago) I proceeded to decipher the goings on, taking recourse to free translation here and there where the going became a little rough. I won't bore the reader with too much technical data as they are, for most, standard on all models currently produced for world markets.

The heading "U zult scheuren" really means, "You will be moved rapidly" but more in a literal sense with the emphasis on the last word. The author Peter Aansorgh kicks off this article by saying that there once was a time when bike manufacturers agreed that engines with 75 kW of power was sufficient as anything more would be undesirable and that it would only further annoy traffic authorities, always out to make the life of a biker unpleasant. But this gentlemen's agreement did not last very long as every year more powerful engines were being offered for sale, among which a number of enormously powerful motors from Japan. However, BMW held back for some time but now appears to have joined the 'club' with the production of this 125 kW powerhouse.

The author says that seemingly BMW bikes have always had a conservative image. This he says is not true because actually, BMW is very innovative. Take for instance the development of the telelever (now duolever on the S) front suspension system, the three stage suspension hardness settings as you ride, (available on the S as an optional extra), as well as the originality of design of the various models. Perhaps the image can be attributed to the character of BMW bikes. This company manufactures outstanding touring and fast sports-touring bikes, but real super sports models have never been their fort . Furthermore, BMW's long

adherence to the 75 kW 'rule' has also not helped them to shed their conservative image. However, in 1997 BMW gave all that up with the production of the K 1200RS. Its 98 kW power plant soon made it the ultimate 'Autobahn Burner'. Even so, it was again a sports-tourer and no dyed-in-the-wool sports machine.

But now there's a new wind blowing. BMW wishes to establish a sporting image, aiming at the top segment of the sports classes where the Japanese big guns rule the roost. And the attack is no pinprick, but a huge 'shock and awe' campaign because the new K 1200S doesn't resemble anything available anywhere else. The emphasis, however, is not so much on the outer appearance, which in itself is very attractive, but on what is happening inside. The Duolever front suspension has already been mentioned. There is also for the first time a wet clutch, chain driven exhaust and gear driven inlet valves, the ESA adjustable-from-the-saddle suspension hardening/softening system, the 13:1 compression ratio engine, the CAN-bus single wire technology, and so on.

But let's get on to the riding part. Peter related the following:

"The digital display showed 08:30 (in the Netherlands) when I put the key into the BMW, turned it and the four cylinder engine started to hum. I steered the machine into an urban road leading to a southerly freeway and slowly found my way around on the bike. The K 1200S felt wide, especially between the knees, and as sturdy as one can expect from a BMW. Seating is not sports-like but beautifully comfortable. The saddle is perfect, both from a shape and hardness point of view, with foot rests at a comfortable height, ideal for long distance travel. Steering at low speeds is light and precise but as speed increases a fair amount of understeer becomes noticeable. I reach for the ESA button (suspension hardness), damping becomes heavier and the understeer disappears. Now the bike is again comfortable and stable. This ESA system is a wonderful thing!

The first wet clutch to be used by BMW behaved very well but displayed a little stiffness on the lever. It rattles a little when idling, but it functions well under all circumstances, as a good clutch should. The gearbox behaves well generally, with the first to second gear clunkiness still prevalent, but in

the higher ratios, gear changing is a breeze. Also, gearing down is perfect. A handy innovation is that you can now see what gear you're in from the display on the instrument panel.

The time display now reads 08:45 when I turn into the freeway, but alas, 125 kW beneath me and an overfull freeway. It takes some time before I could get to 140 kph, with 180 kph being the maximum speed attainable under these circumstances. But this is enough to determine that the BMW is super stable. Over ripples in the tarmac the bike behaves faultlessly. I'm duly impressed with the Duolever front suspension. Very nice!

Power delivery on the freeway is stupendous. You don't have to change down to accelerate past traffic, and should you do so, acceleration is like a bullet from a gun. Super! The fairing is very effective as I sit well protected from the wind, with the screen causing minimum wind noise. My legs also catch very little wind as holding them against the tank is easy. I feel no vibration from the saddle or handles and only nominally so when reducing speed. Even the mirrors are perfect as they don't vibrate and they give a good view of what's going on behind.

Despite the comfort, I was pleased when I could leave the urban areas behind to enter the Bavarian mountains. Now that is motorcycling! With the ESA on 'Sport' I had good contact with the asphalt and found the steering precise. Despite the considerable weight, the bike steered perfectly into the turns with a rolling effect that inspires confidence. The Bayer-Busa, as the K 1200S is jokingly known in this part of the woods, loves the twisties and in the long continuous curves follows the line unerringly on the grippy Metzeler Sportec M tyres.

On serious braking, the Duolever hardly dips and the semi-integrated system does all that is required although one has to apply quite a bit of pressure on the handle. But with the assurance of ABS behind one, confidence in applying such pressure is assured.

The power plant is also at its best in such conditions. It has phenomenal acceleration, with revs from 8000 up to the 11000 red line giving one a kick in the butt that has to be experienced to be believed. I drove the bike hard, yet achieved a fuel consumption of 13,5 km/l on 90 octane fuel, which I'm quite happy with at our height above sea level. The manufacturer claims that 21,3 km/l on 90 octane is possible with a light

touch on the throttle at constant speeds, though this is not what I set out to prove.

In conclusion I wish to say that BMW has produced a missile in the K 1200S. It is very fast, extremely stable and more manoeuvrable than a super bike. For only €17 490 (R139 920 in the Netherlands) you get a mega comfortable Autobahn burner equipped with the most fascinating technical goodies that a motorcycle can have".



Not really what it appears to be! When I first laid eyes on this pic I thought this bike is the one for me! A K1200 RS with graceful lines like this comes only once in a lifetime, and in true biker fashion I started to wonder when they were coming to our shores, at what price and how I could bring the wherewithall together for a bite at this cherry. Closer scrutiny though showed that it is a composite picture, combining elements of different BMWs to bring about this astounding result. What a disappointment! (With acknowledgement to Pro-Motor magazine.)

Calling all Bikers!

The CMA of Centurion invites you to join them on their

BLOOD DONATION RUN

on Sunday 12 December 2004
from 09:00 - 13:00 at the National
Blood Transfusion Service, cr.
Duncan & Church Strs, Hatfield.

Contact:

Anton 082-926 9210

Earl 082-738 4178

John 082- 421 4580

Raak gesê!

(Henri Heyns)

’n Blykbaar geesdriftige motorfietsryer het onlangs ’n groot waarheid in ’n Afrikaanse dagblad kwytgeraak. Onder die opskrif ‘Motoriste op die N1 bedank, taxi’s nie’, skryf hy soos volg:

“Vrydag, 1 Oktober was nasionale motorfietsdag. Ek ry daaglik met die N1 snelweg van Pretoria na Johannesburg. Ek en baie ander motorfietsryers wil baie dankie sê aan alle motoriste wat ons toelaat om tussen die tweede en derde bane tussen die verkeer deur te vleg. Dit word baie waardeer. Aan alle taxibestuurders wat my al van die pad af probeer ry het wens ek die volgende toe: Mag die vlooië van ’n duisend kamele jul armholtes vervuil. Ek is jammer dat ek ’n duik in een van jul skedonke geskop het, maar ek moes die aandag trek.”

Ek kan hierdie fietser se frustrasie verstaan want almal van ons het al seker dosyne kere op die paaie gedrag teëgekome wat tekenend is van onopgevoede buffels wat almal en alles van die pad probeer afdruk. Maar kwaadwillige beskadiging van eiendom, vir watter rede ook al, kan nooit goedgepraat word nie. Dit verteenwoordig ’n aantasting van ’n individu se persoonlike regte en soos dinge deesdae gaan, kan so ’n oortreding mens in allerhande soort moeilikheid laat beland.

Aan die ander kant egter moet daar dadelik beaam word dat die optrede van sommige bestuurders op ons paaie mens soms tot raserny kan dryf, wat op sy beurt aanleiding tot onbesonne aksies kan gee.

Fisieke geweld al is dit net in die vorm van ’n duik in iemand se ‘skedonk’ te skop verlig miskien die skopper se emosie, maar deesdae pluk die ‘verontregte’ sommer ’n pistool of mes te voorskyn en dan ruk dinge soms handuit met moontlik ernstige gevolge. Op die minste kan jy aangekla word van opsetlike saakbeskadiging.

Kom ons gee geredelik toe. Die motorfietsryer het sekerlik reg om op die paaie te wees. Hy en sy fiets is tog immers gelisensieer daarvoor. Die kwesbaarheid egter van homself en sy voertuig te midde van die ander padgebruikers is van so ’n aard dat hy hierdie ‘reg’ nie uitermatig kan laat geld nie. Ingeval van ’n botsing trek die ryer uiteraard altyd aan die kortste ent.

Ek persoonlik het ’n probleem met deurvleg deur rye verkeer tussen die rybane. Ek besef dat fietsers

dit regmatig mag doen, nogtans is die risiko groot vanweë die onvoorspelbaarheid van sommige motoriste. Daarby gesê, ry die verbygaande fietser dikwels in die betrokke motoris se ‘blinde’ kol, wat beteken dat hy of sy nie die fietser in die truspieëls kan waarneem nie. Hy dink dan die pad links of regs agter agter is skoon, na gelang die geval, en beweeg dan vinnig van een baan na ’n ander wanneer ’n geleentheid hom voordoen. As ’n fietser dan in die pad is, trek hy altyd aan die kortste ent.

’n Ander probleem is die onverwagse oopmaak van deure deur motoriste, vir watter rede ook al. Jare gelede is ’n kollega van my noodlottig beseer in presies so ’n geval toe ’n dame haar motordeur oopgemaak het op dieselfde tydstip dat hy met sy trapfiets verbygery het. Haar verskoning was dat sy haar gloeiende sigaret laat val het en toe die deur oopgemaak het om dit van haar skoot af te vee. Fietsers wat gebruik wil maak van die vlegtegniek behoort dit met die grootste omsigtigheid te doen. Myns insiens behoort dit slegs plaas te vind wanneer die verkeer so te sê tot stilstand gekom het en wanneer die verkeer blokvas beweeg, dws. wanneer daar nie gapings in die verskillende rye voorkom nie.

Ek het al herhaaldelik in hierdie nuusbrieffie die mening uitgespreek dat alles wat opwindend is, ook ’n gevaarelement bevat. So is dit ook met motorfietsry. Die aard en onbeskermdheid daarvan maak dit redelik riskant. Nogtans weeg die genot daarvan om op twee wiele te beweeg en die vryheid in te drink, swaarder as die nadele. Daarom ry ons motorfiets! Ons is egter ook deeglik daarvan bewus dat as iets verkeerd sou gaan, ons gewoonlik aan die kortste ent trek en die skade baie erg kan wees.

Ek ry van tyd tot tyd ook Johannesburg toe om my suster op te soek. Die N1 is enige tyd van die dag, (en groot dele van die nag) ’n haatlike plek. Voertuie beweeg stamper teen stamper en soms teen slakkepas en jy moet jou ry ken om lewend anderkant uit te kom. Ek wil my verstout om te sê dat meeste motorfietsryers redelik weet wat hulle op die pad doen. Ongelukkig kan dit nie van my motorryende reisgenote gesê word nie, en dit is hier waar die knoop lê. Wees dus maar geduldig en in jou pasoppens vir enige moontlike gebeurlikheid. Gee toe waar nodig maar sonder om van die pad afgedruk te word. Wakker wees en geskik en bereid om blitsvinnig op enige teken van gevaar te reageer, behoort die wagwoord te wees.

Johan se Kombi in perspektief

(Agterryer)

Kyk. Ek is naer, my maag is seer, my kop pyn. Sluk moes ek sluk - iedere giftige doringwoord oor die LT. Sluk, sluk. En daar was *baie* !

Maande lank, ag man, van anner jaar se watter skou ookal wil Johan "LT". Hy sê niks. Staan en staar, dink, krap sy kop, loer vir my met blou oë, peper Braam met vrae, dink, krap kop, gluur vir my.

En ek kekkel met my skril lag. Giftige kommentaar kerf deur elke breinsel. "*DIT* is nie motorfiets ry nie. Die ding is massief, die gewig gaan jou `n rugbesering gee! *Dis `n Kombi op twee wiele!*" (*Sorrie, Braam!*)

En Johan krap kop, loer vir my. En ek weet – Johan wil hé. Want hy wil. ("*Ag, ons is gelukkig te arm!*")

‘n Radio en CD-speler op `n motorbike? (*Iets hoor teen die spoed waarteen JY ry?*)

Baie pakplek – om te wat? Mooi geleer om effens te pak, as dit langer as `n halfuur neem, pak jy onnodige goed - ons koop wat ons nodig het langs die pad. (*Jy't geweet jy gaan nooit by die winkel stop nie!*)

En Johan demonstreer die spieëltjie in die top box. (*Probeer hy vir my iets sê?*)

LT gaan lekker lang pad ry? As jy moeg word op die RT, stop net meer gereeld, of anders: *Ons het mos karre! Dié is `n 2-wiel Kombi.*

Toe koop Johan `n LT.

Nou's ek siek. Moet baie Savana drink om te help sluk aan elke giftige woordjie. Omgekrapte maag van die woorde sluk. (*Vergiftiging?*)

... mag eintlik nog nie bike ry ná die rugoperasie nie, maar Johan en die LT was nog `n geheim! Ons toer net waar ons wil, sit so lank ons wil, ry so vinnig soos ons wil! Weet nie eintlik of die bene waterig word van te lank sit, of van skrik vir die spoed nie! *Waar's my safety belt?*

Swaziland se 80 km/uur? Net te gou verby! Sit diep in die sitplek, my bene word Johan se armleunings,

Cruise Control hou die fiets op spoed, draai die fiets met ons gewig, Pink Floyd se "The Wall" hou konsert vir ons en die voetgangers. Visor van die helmet oop, trek die sigaret somer so in die ry...

Kon net nie in die ry die Savana in die katebak bykom nie

Please take care, people!

(Henri Heyns)

The other day a GS with a badly buckled front end was trailed into Bruce's place. Seemingly a car made a U-turn in front of the rider with predictable result in smashing up his bike and placing him in hospital with serious injuries. What a terrible start for him to the festive season which is just around the corner! Yes, it is true that sometimes the rider has no control over what happens if an inconsiderate or incapable driver commits a serious error, but in many instances the finger also points at the motorcyclist.

The need for motorcyclists to be doubly careful, especially this time of the year, cannot be overemphasised. Modern bikes are fast and one is not always aware how quickly they can accelerate. Furthermore, there are hundreds of motorists who do not drive with due care and consideration, perhaps because they cannot or will not. Of these, probably dozens are in possession of a falsified driving permit if press reports are anything to go by.

The motorcyclist is fair game to many drivers and it is up to you, the biker, to do everything in your power to come out unscathed at the other end. Remember that in any confrontation with some structure or another vehicle, the motorcyclist always comes off second best, no matter what the circumstances and who had the right of way. Please be very careful on the roads and do not take anything for granted. Needless to say, if you've had a drink or two, please don't ride. You only have two wheels under you and if you're caught with more than 0,05% alcohol in your bloodstream, are in for the high jump.

Here's wishing you all everything of the best. Have a good vacation and hope to see you again in the new year.

OFFICIAL CLUB CALENDAR - 2004/2005

Listed below are all official events organised by or attended by the club. Overnight trips are in bold. Although not official club events, S-Cup races are also shown for your convenience. Racing starts at 12:00. All runs and events are subject to confirmation at the prior club social meeting. This is a work-in-progress sheet and may be altered at any time. **IMPORTANT: Non-club members are welcome to attend club events as guests. Non-members, however, are required to sign an indemnity form before participating.**

Nov.	7 Sun	Tswaing Crater	250	Richard Hussey
	20-21	Year End Ride and Function	630	Deon Gericke
	28 Sun	Annual Toy Run, departing Church Square, 07:30 for 08:00	150	Brian Cannoo
Dec.	3-5	Golden Gate/Clarens	1200	Deon Gericke
	4 Sat	S-Cup Racing - Swartkops Raceway+3 hrs endurance race		
	5 Sun	Tba	?	Committee
	16-19	The Lowveld: Graskop, Sabie, Barberton, Kaapse Hoop Combined GS and Road 4 day event, details soon	?	E. vd Stockt
Feb. '05	6 Sun	Magaliesburg - 3 dams	300	Committee
Mar. '05	12-22	Buffalo Rally - George, Cape Agulhas	4200	Brian Cannoo
Apr. '05	29-2	Annual BMW Biker's Gathering - Oudtshoorn	3000	Brian Cannoo
May '05	5-12	Mozambique GS Run TBA	?	Rupert Richter
July '05	9-11	Pontdrif	1700	Johann Strauss
Sept '05	22-25	Great African GS Challenge TBA		P. de Koker

Spoke`n Piston also appears on our website at www.bmwclubs.co.za. Visit us there and become acquainted with the comings and goings of our club, together with newsy bits, information on new products, what is happening on the motorcycling scene, etc. Please send all articles, pics, comments, etc. to: The Editor, Spoke `n Piston, P.O. Box 40422, Arcadia 0007, or E-Mail to: henrih@netactive.co.za

Indemnity

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Club Address: Bavarian Motorcycles and Accessories cc, 7 Ockerse Street., ARCADIA 0083. P.O. Box 23848, Innesdale 0031. Tel. (012) 323-4865/6. Fax (012) 323-1630. E-mail: bavarian@mweb.co.za