

SPOKE & PISTON



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From The Chair...



Dear Fellow Members,

I feel honoured to be writing to you all again as chairman for a second term. It strikes me as if, in a lifetime, I am fortunate to get another chance to experience the passion of what I enjoy a second time around. For this I am grateful.

The year ahead will be one for making significant new decisions on how to run our Club in the best interests of our members and motorcycling in general. We have a dedicated and committed committee ably supported by two event-organising sub-committees, which will ensure that the objectives that are set at our "THINK TANK" meeting on 21 April are implemented.

Some of the thoughts to be discussed and decided upon:

- New club facilities available at Bavarian promoting more social interaction
- Care for increasing membership by providing more secretarial and administrative support
- Considering links with other interest groups to boost activities outside of our normal schedule
- Encouraging our spouses and partners to become riding members of our Club to enjoy the experience from behind the handlebars rather than from the rear seat, and
- Any other benefits to members from interested parties.

I am confident that we will have a year of enjoyment together, doing what we enjoy most.

With best wishes for shared riding pleasure,
Yours truly,
Mike.

Doing the same thing

(Henri Heyns)

Let me say at the outset that I'm a very ordinary biker who should really not be writing on a topic such as this. A reader could pick up any decent biking magazine which would tackle this vital subject on a much broader front and in more technical detail that I could ever muster in my lifetime. Having said that, I also have to admit to having ridden motorcycles for many years, covering many thousands of kms on all types of roads, and am lucky to not even having had a big scare. Fortuitousness? Perhaps, but if the not-so-sharp riders will bear with me and listen to what I have to say, it could perhaps also stand them in good stead somewhere down the line.

I remember reading an article some time ago wherein a comparison was made between racing and leisure bike riders. Apart from the ultimate objective of the two differing significantly, these riders have more in common than what one may think. Although the racing type would probably be wearing full leathers and drag his knee in corners, he doesn't have to worry about a car suddenly turning in front of him. The leisure rider does. The guy bent on setting lap time records, shaving tenths of seconds off every once around the track, knows that every competitor is at least going in the same direction. For the other guy it certainly isn't the case, but despite all this, they're both balancing, accelerating, braking, leaning, turning, changing gears and whatever else they do in order to control a two-wheeled vehicle on a road surface. Consequently, both are subject to the same laws of physics and can fall victim to the same mistakes.

Racing riders also have other advantages though. On a track they get to know every corner intimately and can refine their techniques a little bit at a time as they go along.

This luxury is not open to the leisure guy when for instance he discovers that a seemingly innocent bend in the road is actually a decreasing-radius, negative-camber nightmare, with a sprinkling of gravel right on his line and an approaching eighteen-wheeler using every centimetre of the oncoming lane. The decisions that he makes in such situations determine whether he ends up with a good story to tell his riding buddies or as an entry in an accident report. Wouldn't it be a good idea to take a look at what the competition boys do. It could perhaps increase your safety margin on your next breakfast run.

Simplicity.

If there is a golden rule for a proper cornering technique on the track, focusing one's attention on one thing at a time could sum it up. Problems generally start when a rider divides his attention between more than one priority, like braking and turning at the same time.

Racing enthusiasts will tell you the time to brake and downshift is when you're upright. After that, with your speed under control, you can roll your bike into a turn. Now, separating these two actions has obvious advantages on the road. Not only can you pay more attention to braking when travelling in a straight line, but your bike is capable of slowing much more effectively under such circumstances. At the very least, braking in mid-corner will cause your bike to want to stand up, affecting your line. A worse case scenario is that it can leave your traction impaired.

The art of late apexing

Riding styles differ, but most sport riders take what is known as a 'late-apex' line through a turn. This is what the term means: As you approach a corner – say, a 90° right hander (one way traffic only, but the principle also applies on two-way traffic roads, bearing in mind that you stay on your side of the road of course) – you want to be on the outside part of your lane. You continue in a straight line, braking and downshifting until you're into the corner. This lets you to take care of these tasks whilst the bike is upright, allowing you to focus exclusively on slowing down. Then, with braking completed, it's time to counter steer. Push on the right handlebar and flick the bike into the corner. Remember, the faster you push the faster you flick.

With today's tyre and chassis technology, motorcycles can change direction remarkably quickly. Faster is better because it takes time to turn and you're covering ground during that time. The less time spent in initiating a turn means more time for doing things like avoiding road kill or adjusting lean angle.

The initial flick should take care of much of the turning you need to do for the entire corner, so you can then aim towards the corner exit. This is called 'squaring off' the corner.

Look to where you want to go.

Any racer will tell you that you should look where you want to go, because the bike will go wherever you look. To the uninitiated this statement may sound ludicrous, but this effect, called target fixation, really works.

On the street this effect is equally important, and you need to train yourself to look through the corner, picking out the line you want the motorcycle to follow. Otherwise, you can easily end up targeting a sign alongside the road.

This technique isn't just important when cornering. If, for instance, you're riding along a straight and level two-lane road, approaching an intersection. There's a car coming towards you. At the last minute, the car suddenly turns into your path. Quick, where do you look? If you fixate on the car, your practically guaranteed to hit it. Look at the clear path on one side or the other though, and you may be able to avoid hitting the car.

Ride intelligently

Finally, remember the street isn't the track. While the skills used by many road racers transfer quite nicely to public roads, speed doesn't.

If therefore, you want to further hone your skills, you should attend the riding courses offered all over the country. The BMW Rider Academy could well be worth a telephone call. More than that, riding, like most anything else, requires constant practice. So go out there and repeat and repeat and repeat the correct technique until it becomes second nature. You may land in a situation where you're in a tight spot and don't have the time to think through a solution. This is where quick reaction takes over, prompting you to do the right thing without even thinking.

Conclusion

You may never get closer to a race track than a seat on the stands, but in following these tips, you'll have something in common with the guys out there racing for trophies. Also, you'll be more confident next time the road throws you a curve.

Remember the old saying that when things go wrong they tend to go terribly so. Try your best not to let this happen to you!

If the red light flashes – don't worry!

(Henri Heyns)

My R1150 R is fitted with ABS brakes, although goodness knows, I've never yet had occasion to apply brakes so firmly for the system to engage and so prevent locking-up of the wheels. However, the mere thought of having the goodie for the figuratively speaking rainy day, is ample justification for having ordered a bike fitted with it.

Occasionally, like when applying brakes when going through a bump or over a railway line, the ABS kicks in and one experiences the momentary loss of braking power and then the firm recommitted halting effect as the huge discs grab hold of the situation once again, slowing down the heavy machine as fast as what deceleration physics will allow.

A short while ago, a worrying aspect came to the fore in the form of the red warning light to the bottom left of the instrument panel coming on after normal braking, and remaining on until the engine is stopped, and restarted again. Very soon afterwards, with the slightest braking effort, this light would glow again, a worrying signal indeed!

I've coined the following phrase: There are two types of motorcyclists; those who work for their bikes and those who have their bikes work for them. I am one of the latter and although being considerate of my expensive investment by careful use, regular servicing and cleaning, I will not be found over a weekend, lying on my back under the bike painstakingly polishing every accessible part and fastener.

Of course, a problem with the braking system is very serious indeed and as every sensible motorcyclist would do, I hastened to Bruce's Place to consult with the technical people on what I perceived to be a serious (and always costly) problem developing. A fundi there soon put my mind at rest by explaining that the red light warned about a low brake fluid level. How can this be I enquired as I had my bike serviced a few weeks ago. Truth of the matter is that even the slightest drop in the level activates the warning light. Seemingly, the guys only had to add fluid to the reservoir to lift the level about one millimetre! So next time the low brakefluid level warning light comes on, it may only need a small top up to set your mind at rest again. It certainly did for me.

Take Care!

(Henri Heyns)

Case Study 1.

Club member Allie Scheepers has a tale to tell that sends a chill down the spine of everyone who hears it. After the first Noggin of the year at Bruce's Place on Friday 7 January, Allie left alone for home roundabout 22:00. Hubby Adriaan was assisting in closing up and asked her to get going so long as he would be following a little later on his bike.

Allie relates: "As I approached the intersection at Proes Street and Nelson Mandela Drive the robot turned against me and naturally I stopped. As most Pretorians know, this spot is on the bridge over the Apies River, under which all sorts of unsavoury characters sometimes congregate. Of course all the doors of my car were locked with the windows wound up, but my handbag was on the seat beside me, where I had placed it moments before after taking something from it.

Suddenly there was a loud crash as the left hand side window was smashed, a lightning-quick arm and hand appeared as if from nowhere, snatching my bag beside me. The thug ran off with it and disappeared under the bridge. It all happened so quickly that the whole episode was over before I realised what had happened. My first reaction afterwards was that of gratitude that I mercifully hadn't been involved in a car highjacking. I had momentary visions of being shot, thrown out of the car, or taken hostage. I was lucky to be unharmed. I was a woman alone, out in the street in a seedy part of town at a fairly late hour despite the fact that my husband was less than half a kilometre away. Things could have been much worse.

Adriaan joined me almost immediately after my phone call, people from the car behind me came to assist, the police were called and a search for the culprit was initiated, obviously with no chance of success. Who after all would be fool enough to waste time at the scene of his crime and run the risk of being identified and perhaps apprehended?

By now I had regained my composure and reflected upon my loss. Fortunately there wasn't much money in my bag, but the mere thought of the work and frustration involved in having to reapply for a new I.D. book, driver's licence, the cancelling and

applying for new credit cards, replacing personal items and so on, almost brought me to the end of my tether. If only I had placed the handbag under the seat as I usually do..."

Case Study 2.

Club member Sue Coetzee had the same experience in a different part of town recently. The scenario is virtually identical, only for Sue her ordeal occurred at the Hans Strijdom/ Lyttelton/Delmas off-ramp.

It was round about 19:30 one night a short while ago when Sue, travelling alone in the direction of Fountains was stopped by a robot on the bridge. She always puts her handbag under the seat but being in need of her cell phone, pulled the bag out from under her feet and put it next to her on the seat. She had hardly stopped when, quick as a flash, the front passenger window was smashed by a thug holding a car spark plug (found later) and a hand was groping for her handbag. Sue was immediately aware of what was happening and wanted to drive off in an effort to thwart the thug's objective. Unfortunately, in the process she stalled the car after which her bag was quickly grabbed, with the culprit making off with it and disappearing under the bridge. A car that had pulled up behind her at the robot, in which the driver and passengers must obviously have witnessed Sue's ordeal, pulled out past her and drove away post haste. So much for chivalry these days!

Sue immediately dialled 10111 and the police responded rapidly but to her amazement found them unwilling to go in pursuit of the culprit whom she pointed out to be hiding under the bridge. The police provided her with a case number though, so that she could claim from the insurance!

Next day, accompanied by her husband Abe, Sue returned to the spot and found her handbag almost intact under the bridge. All that was missing obviously, was the purse with her money. Luckily, her credit cards, note book and other personal belongings had remained untouched.

Editor's comment:

Sorry to learn about your loss Allie and Sue. Certainly, things could have been worse. The thugs in both cases obviously worked alone and in that you are lucky. Working in groups these people often resort to measures of much wider implications from

which anything can happen. We all hope that things will return to normal quickly and that replacing lost items will not be too much of a bother.

To the readers of this page, it may well be worth repeating a number of considerations in order to forestall, or at least reduce, the possibility of this kind of thing from happening:

1. Be careful of the dark. Night has prying eyes and many misdemeanours are perpetrated under cover of darkness.
2. Do not place any valuable articles on the seats. This is an invitation to disaster. Lady drivers, especially are reminded that the only relatively safe place for their handbags is on the floor behind their legs with the carry strap wound around the handbrake handle or something suitable.
3. Do not succumb to the temptation of 'just taking something out of your bag' when on the road and then leaving it on the front seat 'waiting for the opportunity to put it in a safe place'. This is when the rogues strike, be it night or day. These people are very sly and often work in groups. Hence they are quick to spot anything of value and pounce at a moment's notice. Ensure that what you need to hand is with you before setting off and leave nothing in a visible spot.
4. When driving, especially at night, try to adjust your speed so that stopping at robots is minimised. Remember though that failing to stop at a robot or stop street is still a misdemeanour in the eyes of the law. So, if you should have to crawl over a stop street or against a red robot for safety sake, do so circumspectly. Remember, the other fellow still has the right of way.
5. Try not to travel alone at night. This applies particularly to women.
6. If you have a weapon of some sort, keep it handy at night. People breaking into cars are usually not hardened criminals and will desist at the slightest sign of resistance.
7. Remember to keep your windows always slightly turned down. This has the effect of cushioning the blow from an object against the window, so that in many cases, the glass won't even break.
8. Keep a watchful eye all round you whenever you have to stop. If you're observant, you can often detect a person sneaking up on you and

take whatever action option is open to you.

9. We live in trying times, security wise, so rise to the occasion and be on the look out for trouble all the time.
10. If you do fall victim to this kind of violation, know at least that these thugs will cry off at the first sign of trouble for them. Therefore, make as much noise as possible if you are attacked. Pull off, scream, shout, swear, blow the hooter, rev the engine, turn the radio on loud, etc. Do anything to draw attention to yourself and your predicament. There still are decent folks who will come to your assistance if they know you to be in trouble. Unfortunately, these smash and grab incidents take place so quickly that it's over before anyone around knows that something is amiss.

Although feeling sorry for people who fall victim to this type of crime, it is a fact that the victims, often by their actions or inactions, invite such a catastrophe onto themselves. In many cases, by following the guidelines set out above, and using plain common sense, these attacks can be prevented.

Introducing the new Committee

(Henri Heyns)

As clubs grow, the burden of managing all the facets of their administration expands and that means that more willing workers have to be inducted to help take care of the increasingly complex system that the running of such an undertaking entails. Usually office bearers come and go every year, with the result that members often do not know exactly who's who and who does what. The adage *unknown is unloved* comes into play here as the ladies and gentlemen serving on the committee (and sub committees for that matter) are recruited for their skills in handling certain tasks in club context. They usually work long hours, often away from home and loved ones, in the interest of the club and without remuneration whatsoever. So, the least we club members can do is to know who these workhorses are in order to acknowledge their sincere and untiring efforts for the good of the club.

Each Committee member is an expert in what he or she does and the best available presently. So, in order to avoid the impression of creating a hierarchy, the names of this year's office bearers are selected at random and introduced to readers in this (page 8) and the following editions of Spoke 'n Piston.

Keeping yourself healthy

(Henri Heyns)

In the January/February edition of Spoke 'n Piston we looked at ways and means of staying healthy on the road. The discussion revolved around fatigue and what the rider can do to prevent it. Dehydration was mentioned and ways of preventing its onset, then followed by a discussion on the importance of dressing right to suit the particular occasion. Lastly the importance of staying alert was discussed and the various measures to ensure awareness all-round explained.

In this last contribution we look at two equally important considerations to help keep your wheels on the ground:

Be Prepared

In spite of all one's preparations, the road is full of unexpected hazards some from which there is no escape. This has been mentioned before but deserves repetition: One of the most important items in your travel kit is your cell phone, with battery charged and sufficient talk time for use in an emergency. This little wonder can literally be your lifeline to medical assistance. Keep it stored in the same place every time. If you're riding with a passenger or other riders, make sure they know where your phone is located. Check also whether you'll need access codes to get cellular service in the areas you'll be visiting. This is particularly true for riders venturing beyond the South African borders. Also, do not forget to have the normal four digit access code available for others to use your phone in an emergency. A bump to the head in a mishap may render you unconscious or at least unable to remember detail such as access codes.

The necessity of rubber gloves has already been mentioned. Your first-aid kit should further include sunburn cream, 100 x 100 mm sterile gauze bandages, adhesive tape, iodine solution, some anti-inflammatory antibiotic cream, tweezers, allergy medicine, diarrhoea medication and whatever else you may be in need of if something should happen. Also don't forget to wear your health-warning bracelet if you have an allergy to medication.

Many riders would consider this advice as going a bit too far, as help is usually close at hand unless you're travelling solo into the bundu somewhere. Don't be bluffed. Often a road mishap attracts a number of people stopping to help but can do nothing unless

first-aid equipment is ready to hand. Even then, the question arises as to whether the helpers know enough to be able to effect a meaningful temporary remedy.

Apropos of the above, it is my earnest conviction that a basic life-support course should be a part of every rider's preparation. You never know when you may be called upon to help save the life of your spouse, a friend or a fellow motorcyclist on the road.

The Mental Edge

Just as important as preparing your bike and your body is the mental preparation before setting off on any motorcycle trip.

All too often we plan every route and every stop down to the minute, leaving no time for unexpected occurrences. This sort of scheduling is fine for the office, but certainly not for people on vacation.

Motorcycles are not the ideal vehicles for communicating with passengers, but if you're taking someone with you, you have a responsibility to ensure that the trip is a pleasure for both of you. An intercom system can keep you in constant communication, but even subtle gestures and hand/body signals can help you share the experience of riding.

Finally, remember to relax. You've prepared yourself and your motorcycle for this trip and you've looked forward to it for weeks, even months. Now, before you push the starter button, take a deep breath and focus on having fun!

Quotable Quotes

"Buying stock is exactly the same thing as going to a casino, only with no cocktail service."— *Ted Allen*

"Outside of a dog, a book is man's best friend. Inside of a dog, it's too dark to read."

— *Groucho Marx*

"The sweetness of victory is magnified by the effort it took to achieve it." — *Chris Widener*

"The man who listens because he has nothing to say can hardly be a source of inspiration. The only listening that counts is that of the talker who alternately absorbs and expresses ideas."

— *Agnes Repplier*

Snippets from the AGM (Henri Heyns)

The Annual General Meeting of the BMW Motorcycle Club Pretoria was held at the club house on Friday 4 March 2005, attended by some eighty members and visitors. As the meeting was timed to coincide with the monthly Noggin, there was an above average number of visitors.

Outgoing office bearers.

Deon Gericke, having devoted the past five years in the service of the club, the last two as chairman, together with wife Basiliki (secretary), announced their retirement from all club structures henceforth. Their decision arises from personal and business commitments requiring their full time attention. Both will of course continue to be club members and will be participating in club events as far as time and circumstances allow.

Deon and Basiliki have served the club well and it is with regret that Spoke 'n Piston and its readers take leave of these two loyal and astute people who possess an above-average flair for organising and getting things done. We wish them well for the future and look forward to seeing them regularly at club events. A big thank you is also in order for the many hours spent furthering club interests.

There is, alas, another outgoing office bearer. Etienne van der Stockt, convenor of the Road Events sub committee will, for personal reasons, not be available for re-election this year. Similarly, Spoke 'n Piston expresses sincere thanks and appreciation for the sterling work done by this colleague and wishes him well in his future endeavours. We hope to see him around at our monthly Noggins as usual in order not to forego the pleasure of his dynamic personality and humorous outlook on life.

Filling vacancies on the sub committees.

The Chairman, in his address, stressed the fact that new blood is continuously required to keep the affairs of the club ticking over smoothly, hence the need for people to become involved in the club and its activities by serving on the sub committees. This is the forum from which office bearers are identified and earmarked for election to the committee. Those interested must please submit their names to the new secretary.

Additions to Bavarian's Premises.

Building work on the new showroom for Bavarian Motorcycles has at last begun after almost endless negotiations and frustration for Bruce and Wendy Meyers. We are just as excited as they and join them in looking forward to the completion date. The Club stands to benefit immensely from this development.

New secretary.

The club is fortunate in having obtained the full time secretarial services of Lorette Janse van Rensburg. This attractive young lady leads an active life and is fond of outdoor activities. She is a professional secretary and a member of the Centurion Canoe Club. Her husband, Lukas, is a keen motorcyclist, a fact which makes the incumbent even better suited for the responsible position she is now entrusted with. Lorette is young and energetic, attributes that are in great demand in a growing motorcycle club such as this, where fresh ideas and the dynamic application thereof are in great demand.

The couple is warmly welcomed in our midst and we know that their enthusiastic and efficient efforts will make club membership even more sought after.



The new secretary Lorette Janse van Rensburg is seen here together with club members (L to R) Deon Gericke, Brian Cannoo and Richard Hussey.

Financial matters.

The Treasurer, Mike Hennessy, apologised for not being able to attend the meeting personally as he was overseas at the time. The Financial Report, handed out to members at the meeting, shows the Club to be in a sound financial position with its money matters in good hands. The Club has accumulated funds amounting to R64 081.

Details may be obtained from the printed document or from the Treasurer via the secretary.

Office bearers for the year.

The following members were elected:

Chairman: Mike Hennessy
Vice-Chairman: Renier Jordaan
Secretary: Lorette Janse van Rensburg
Treasurer: Johann Strauss
Communications: Brian Cannoo
Organiser – Road Events: Renier Jordaan
Organiser – Off-road Events: Pieter de Koker
Richard Hussey: Clubs Africa Representative.

Spoke `n Piston congratulates the new office bearers elected for the important role they are to play in the affairs of the club. To those who have served before, a hearty thank you for again being prepared to trudge the uphill road of trying to keep every club member happy, knowing full well that such an ideal is impossible. To those who are new to this organisation, congratulations for possessing the courage to want to do a great deal of work for little reward, if any. Serving on a committee such as this means a never ending series of activities with commensurate responsibilities that only a real enthusiast can adequately discharge. Spoke `n Piston says *mucho gracias* people. We are proud of you!

Thanks to Bruce & Co.

Spoke `n Piston, on behalf of the BMW Club of Pretoria, extends a hearty accolade and warm thanks to Bruce and Wendy Meyers and their staff for hosting the AGMs and the monthly Noggins on their premises. The continued support and understanding, that we receive, without which the club could not have shown the growth and the achievements that it has, is ever appreciated.

Johann Strauss – Klubtesourier

Ons verwelkom weer vir Johann op die komitee. Met toewyding en harde werk verlede jaar het hy hom uitstekend van sy taak gekwyt en `n blywende indruk op die klub gemaak. Johann doen vanjaar diens as klubtesourier, `n uiters belangrike portefeulje in enige organisasie. As sodanig moet hy sorg dat ledegelde ingevorder word, dat uitgawes geregverdig is, dat die boeke klop en moet hy ook verantwoordelikheid aanvaar vir al die ander aangeleenthede wat met die klub se finansies te make het.

Johann is `n gebore Pretorianer wat `n paar jaar in Natal en die Wes-Kaap deurgebring het en daarna weer alhier kom vestig het. Hy het hier skoolgegaan en verder by die ou Pretoria Technikon studeer. Hy en sy vrou Marisabel woon in Moreletapark. Hulle is nou 25 jaar getroud en het `n seun (21 jaar) en `n dogter (16 jaar).

Hy is in diens by ATE in Midrand, een van Suid-Afrika se voorste avoniese maatskappye. Daar is hy Produksiebestuurder en verantwoordelik vir die vervaardiging van al die rekenaarstelsels wat by ATE ontwerp word.

Johann hou van die buitemuurse lewe en is lief vir sport en uitdagings; het begin motorfiets ry as tiener met `n 50cc Honda en later opgegradeer na `n “500 Honda Four”. Die motorfiets moes plek maak toe die pienk voetjies hul eerste verskyning gemaak het en vir 20 jaar was die pletterkep (helmet) opgehang. Die gogga het hom egter weer gebyt en hy ry nou weer vir sowat 2 jaar met sy R1150 RT. Sy eerste uitdaging was om die *Iron Butt* rit te voltooi net om sy fiets beter te leer ken. Daarna was die klub se Uithoekpunte `n goeie verskoning om die pad te vat en om die land in te ry, voorwaar `n besondere ervaring en lekker vakansie.

Gevra wat sy siening is van motorfietsongelukke en waarom hulle gebeur, het hy gesê dat ryers moet vir hulself genoeg tyd toelaat om risiko's te identifiseer en te elimineer. Met ander woorde, mense ry nie binne hul vermoëns vir `n gegewe snelheid of omgewing nie. Ken jou eie en jou fiets se vermoëns en verbeter jou tekortkominge deur voortdurende opleiding en oefening.

Johann sê terloops dat hy nie net die klub se geld tel nie, maar dat hy ook die taak opgedra is om te help met die beplanning van teerpadpretritte.

Johann en Marisabel is houers van die Uithoekryer – Goud toekenning vir Ryer en Passasier onderskeidelik.



Ons sê weer welkom aan Johann en Marisabel. Ons waardeur julle betrokkenheid. Geniet die samesyn by die beste motorfietsklub in die land.

Goud vir nog drie Uithoekryers

(Henri Heyns)

Drie ryers op twee fietse het onlangs die gesogte goue toekenning vir Uithoekryers verwerf. Hulle het die vier uithoekpunte in slegs nege aaneenlopende dae van heen-en-weer ry besoek en kan dus op 'n besonderse rekord aanspraak maak.

Die drie, by name Peet Beneke, van Krugersdorp, sy seun André en dié se passasier Tanya Schönfeldt, het die awontuur op 10 Desember verlede jaar aangepak. Hulle het die afstand lag-lag binne die voorgeskrewe tydperk van hoogstens een maand en nogal kuier-kuier tussenin, afgelê.

S'n P het met pa Peet gesels om meer besonderhede in te win. Die trio wou bietjie die wind deur hul hare voel en het besluit om vir vriende in Nieuwoudtville in die noordelike Kaap te gaan kuier. Maar in hul agterkop was tog die begeerte om by minstens twee van die uithoekpunte in hul omswerweringe aan te doen. Die eerste een was Alexanderbaai, oor Port Nolloth, verder noord. Die tweede punt was natuurlik Kaap L'Agulhas in die suide en het hulle dan ook hierdie stuk pad, kuslangs af, en kuier-kuier, aangedurf. Van hier is hulle oor Calitzdorp en Oudtshoorn terug huistoe in Krugersdorp.

Nog was die rylus van hierdie onverskrokke trio nie geblus nie en moes daar die derde Uithoekpunt aangepak word. So gesê, so gedaan, en die noordelikste punt, Pontdrif aan die Botswanagrens, was die volgende teiken. En toe is daar eers weer teruggegaan Krugersdorp toe.

Die laaste Uithoekpunt besoek was Kosibaai in die Ooste en so het die drie in nege dae vir elke motorfiets sowat R2 000 se petrol uitgery wat omgesit, 'n afstand van sowat 9 000 km verteenwoordig. Dit word gesê dat die vier punte langs die kortste weg sowat 5700 km se ry verg. Hierdie drie het dus veel meer in hul poging ingesit as wat verwag word.

Hierdie groepie word van harte gelukkigwens met hul prestasie. Die toekenning Uithoekryer-Goud (Ryer vir Peet en André en Passasier vir Tanya) word gevolglik met groot lof aan hierdie drie klublede toegeken. Hul durf en deursettingsvermoë behoort as voorbeeld te dien en rig terselfdertyd 'n uitdaging aan al diegene wat 'n been oor die saal sit om dieselfde te doen. Komaan mense, laat ons sien hoeveel murg in jul pype sit!



Deon, André en Tanya met die toekenning van Uithoekryer - Goud vir voortreflike rykuns.



Pa Peet het ook die langpad aangedurf en stap, soos sy seun en dié se vriendin, met Goud weg.

Safety Rhyme and Reason Road safety message for March/April

Young person on a bike

If you protect your bike when other youngsters
Are smashing theirs and blaming it on luck...
If you respect yourself and not those punksters
And pass the safety test – and not the buck...
If you can hold the normal pace, not faster;
If you can think and not make thrills your aim;
If you can keep control and be your master
And not make life a childish chicken game...
If you have the guts to show your highway virtue
And be a sport and keep the human touch...
If you resolve no reckless dope will hurt you...
If you depend on skill – but not too much...
If you can fill each pleasant biking minute
With careful kicks wherever you may go...
Your bike will be your pal when you are on it,
And – what is more – young person, you'll be a pro!

OFFICIAL CLUB CALENDAR

Listed below are all official events organised by or attended by the club. Overnight trips have a star. All runs and events are subject to confirmation at the prior club social meeting. This is a work-in-progress and may be altered at any time. No responsibility will be accepted for changes to the programme.

IMPORTANT: Non-club members are welcome to attend club events as guests. Non-members, however, are required to sign an indemnity form before participating. The form can be downloaded from the Home Page.

The club has an official policy regarding the use and financial compensation of support vehicles on official overnight club trips. Details appear on the Home Page.

Last Update: 1 February 2005

MONTH/DATE	ROUTE / DESTINATION	Kms	ORGANISERS
2005			
Mar. 6 Sun	Breakfast Run - Heidelberg Suikerbosrand	300	Stuart Downie/Andre Henrico
12-22	*Buffalo Rally - George, Cape Agulhas (Route Plan) (Entry Form on Home Page)	4300	Brian Cannoo
April 3 Sun	Kosmos Run (Leandra)	350	Johann Strauss/Pieter de Koker
29-2	*Annual BMW Biker's Gathering Oudtshoorn	3000	To be announced
May			
7-8	*One Night Stand - Badplaas	1000	Renier Jordaan
June 5 Sun	Breakfast Run - Warmbaths	350	Deon Gericke/Adriaan Scheepers
July 9-11	*Ivory / Pontdrif Trip	1700	Johann Strauss/Andre Henrico
Aug. 5-9	*Lesotho Circumnavigation	2000	Brian Cannoo/Pieter de Koker
7	TBA	?	TBA
September	*TBA Alexander Bay	?	?
21-26	*Great African GS Challenge (see the Home Page)	?	Pieter de Koker
October	TBA Training Day		Andre Henrico
TBA	*Rhino Rally (see the Home Page)	900	Brian Cannoo

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

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

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