

# SPOKE & PISTON

Vol. 11 No. 2

March/April 2006



## New Club Committee for 2006.

**A**t the Annual General Meeting of the Club held at Bavarian Motorcycles on Friday 31 March and attended by some seventy people, the following members were elected to serve on the committee for the ensuing year:

**Renier Jordaan, Johann Strauss, Richard Hussey,  
Lorette Janse van Rensburg, Pieter de Koker,  
Brian Cannoo, with Pauli Massyn and Dave Swart** being newly elected members

These good friends have the effective management and well-being of our club in their hands and we know that serving on a committee and attending to club affairs is no easy chore. It requires long hours of dedicated and hard work for no remuneration at all. That is why we, the members, are all the more grateful for having you good people administer the business of the club. Thank you all for undertaking this important task. We look forward to a fruitful year of happy riding and assure you of our continued support in all the club endeavours.

It is with extreme regret however, that members will note that **Mike Hennessy**, Club Treasurer and Chairman for the last few years, has graciously declined further nomination to the Executive. Mike, although retired, is still actively engaged in several business undertakings which *inter alia*, take him overseas regularly. He feels that now is the time to stand down from the more formal club affairs so that he can do his own thing and give other members the chance to show their mettle in running the club.

Mike has been a kingpin since joining the club some years ago and has done much to place Pretoria on the veritable BMW club map. The good news is that we will still be seeing a great deal of Mike as an active club member when he's around here, planning rides, finding new routes, thinking up new biking activities and generally giving us the benefit of his leadership qualities and organising ability of many years standing.

To Mike and his lovely wife Trudy we all thank them for having brought the club thus far. Hopefully we can continue to do well. Take to the future with confidence you two and when you get a chance to pop in at Bruce's Place for a cup of coffee and a chat, or even for a quick bike run somewhere, please do so. You will always have friends here! §

## From the Editor's Desk

## Answer to a vexing question

(Henri Heyns)

Dear Club Members,

A thousand apologies for the delay with this, the March/April edition of Spoke 'n Piston. Circumstances totally beyond my control have necessitated a change in the format of this newsletter. You are nevertheless assured that the contents of this publication will still be the result of meticulous research, honest reporting, restrained language and an on-going attempt at the highest standards of journalism aimed at bringing to you that which means a great deal in our lives: bikes and biking.

Of course, readers have a plethora of experiences on or off their motorcycles that they would want to share, be it in the form of pleasant outcomes or alas, as a warning to others to take care of conditions or circumstances that could have a detrimental effect. Please share with fellow riders such knowledge or outcomes so that we may all benefit from the surfeit of knowledge and experience that our ever-growing membership riding community possesses.

Needless to say, contributions do not necessarily have to be limited to bikes and biking matters. If you have a complaint about the club, service received, rides organisation, facilities and so on, or anything else that makes you happy or unhappy, and you would like to make a suggestion on how to bring about greater membership satisfaction, please drop us a line. Comments on articles placed in S 'n P are also welcome. Tell us what you think!

Yes, I know the old story told by lazy bones in this club that they do not possess the writing skills to be able to contribute to our publication meaningfully. It bears emphatic repetition that you do not have to be adroit in written communication to tell us what you know or think. You could convey your thoughts verbally to the editor who, with the greatest of pleasure, will put it into understandable English or Afrikaans for the benefit of all our readers. All you need to do is to corner me at a club Noggin, or give me a tinkle if you wish to share an experience or convey some thoughts to the hundreds of readers we have over the internet. Come on people, we all know that the pen is mightier than the sword. Each of you knows something interesting that other members don't. Share with others and let the good times roll!

Sometimes I lie awake at night, as we all probably do from time to time, and ponder the world in which we live, seeking to improve the quality of life and in order to do that, how to keep out of trouble. A 'what if' thought came to me and set me thinking, so much so that I decided to get expert opinion on it. The answer I received is not encouraging, yet something I must share with you, my fellow motorcyclists.

One Saturday afternoon during December last year, a group of ten bikers from Pretoria, of whom I was part, visited the Abraham Kriel Orphanage in Johannesburg. Our mission was to bring a little cheer to those kids who hadn't been invited to private homes for the school holidays. Some ninety boys and girls aged from about eight years upwards were treated to a magnificent braai and cold drinks, with each receiving a R20 note as a Christmas present at the end. Our part was to show the kids the bikes and to take them on a joy rides around the Home to let them feel the thrill of riding on a motorcycle. The entire programme was sponsored by ABSA, everything went extremely well and was enjoyed by all. Yet, later that night at home I had that dreaded 'what if' feeling, got up and penned my questions to some legal brains in the club. This is what I said.

"From time to time we receive requests to participate in a 'happy day' for underprivileged children in orphanages. Our efforts are especially welcome during school holidays when some kids, having no foster parents or friends outside and therefore having nowhere to go, are compelled to remain in the Home for the holidays. Part of our duties as motorcyclists is then to take each child on the back of the motorcycle and ride with him or her for a short distance to let them experience what a motorcycle feels like. The kids enjoy this treat tremendously and are overjoyed at participating in this event.

A potential problem develops from this gesture of goodwill though and expert opinion is sought in this regard. If a child should be seriously injured whilst riding pillion on the motorcycle, with whom does the responsibility rest?

Before pondering this question too closely, the following particulars usually apply:

1. The 'joy ride' takes place on the Home's property. The children are all minors.
2. There is no question of speeding during the rides.
3. Only one child per bike per time is allowed .

4. The ride is of very short duration, such as like once around the sports field or up and down the block, taking not even five minutes to complete.
5. Children are shown how to sit properly and told to hold onto the rider.
6. The wearing of safety head gear and other protective apparel for the children is not feasible as different sizes must be catered for which makes its implementation cumbersome, time consuming and therefore impractical. Some children even ride barefoot.
7. Motorcyclists do not normally carry insurance for passengers.
8. Motorcyclists selected for such a day are experienced and responsible riders and are presumably appropriately licensed to ride the bike.
9. No alcohol is allowed to be taken before after the children's ride and then only in very limited quantities.
10. The club is in possession of a form signed by every member indemnifying it from any responsibility as regards any action or inaction on the part of the member.
11. Sometimes other clubs and/or individuals join the ride for whom the host club is obviously not responsible.
12. The Home's personnel assist the children in embarking and disembarking.

Let us now look at a worst case scenario where during a ride as outlined above, a child accidentally falls off the bike onto his head and suffers severe brain injuries involving at least one operation, prolonged hospitalisation and/or medical treatment and perhaps permanently losing certain brain functions in the process.

I would please like to know who would be held liable, whether the club as organiser, the rider as instrument in the accident, the child himself although only a minor, the Home in having allowed the child to participate, or whomsoever else."

The answer was not long forthcoming. It said: "In the event of an accident occurring resulting in personal injuries to a child I have no doubt that the rider can be held responsible in the event of being negligent and that he can be sued by the child (properly assisted by his or her guardian). The Club or the committee can also be sued by such child in the event of being negligent (i.e. failure to exercise supervision or to take safety precautions etc.)

In terms of the Road Accident Fund Act 56 of 1996 (the Act) '**motor vehicle**' means "*any vehicle*

*designed or adapted for propulsion or haulage on a road by means of fuel, gas or electricity, including a trailer, a caravan, an agricultural or any other implement designed or adapted to be drawn by such motor vehicle".* It therefore would include a motorcycle.

In terms of section 17 of the Act, the Road Accident Fund (the Fund) is obliged to compensate any person (the third party) for any loss or damage which the third party has suffered as a result of any bodily injury to himself, caused by or arising from the driving of a motor vehicle by any person at any place within the Republic, if the injury is due to the negligence or other wrongful act of the driver or of the owner of the motor vehicle.

However, section 18 of the Act specifies that the liability of the Fund is limited to the sum of R25 000 in respect of any bodily injury of any person **who at the time of the occurrence which caused that injury was being conveyed in or on the motor vehicle concerned.**

Such child would therefore only have a limited claim of only R 25 000,00 against the Fund. For his damages in excess of R 25 000,00 he can sue either the rider or the club if it can be proved that the rider and/or the club were negligent and the amount of such liability could be millions.

The indemnity that the rider may have signed is only valid *inter partes* (between the rider and the club) and is no defence against such child.

The long and the short of the above is that members giving free rides to children (wearing no protective gear) run the risk of being sued and at the same time the club runs the same risk. I would advise against such a practise (*sic*) and rather revert to a donation of some sort in future."

Apropos of the above, one doesn't really know what to do. One can decide to take a chance and give the kids a ride, but something will always be nagging at the back of your head... what if? The idea of getting the Home to sign an indemnity in respect of each child detracts so much from the joy that you wish to bring that even the thought of it is unpleasant.

It's a crazy world we live in and some people will take you for all you're worth at the drop of a pin. Is there any reader who can recommend a way around this one? §

As I see it...

## The necessity of basic First-aid training

(Henri Heyns)

**A**s we all know, motorcycling anywhere, apart from under strictly controlled conditions, is a dangerous activity. This is because of the inherent risks involved in the being on an intrinsically unsafe two-wheeled machine whilst at the same time being exposed to dozens of hazards which the enclosed-vehicle road user does not have to face, or at least not to the same extent.

This club's main activity is to get its members to enjoy motorcycling, whether it be organised or *impromptu*, short distance or long, on road or off, small group or large, whatever.

Yet, despite knowing the above, few of us ever bother to consider a 'what if' scenario if we should come off or have a riding mate do so on a trip somewhere.

Yes I know full well that some reader might sigh and say to himself if I had to think of everything that can possibly happen to me on my bike and try to prevent it or engage in remedial measures after the event, I may as well stay home. No, this is not what I mean. We're talking about everyday common sense remedial/preventative measures for an after-the-fact situation. On a ride one of your mates took a spill. What now? You speak to him, he answers incoherently but says he's in a lot of pain all over. Is there anybody who knows first-aid? No. Should you remove his helmet? Perhaps. Has anyone a first-aid kit? Should the injured person be given a sedative? Is help nearby despite the 'nearness' of everything on a cell phone?

At the AGM recently I made a serious plea for the incoming committee to investigate the possibility of introducing of a first-aid course for club members on a voluntary basis and at a reasonable fee. (I am sure we can count on Bruce Meyers to make available an office for about an hour after business once a week for this purpose for a course lasting six weeks or so.)

Regrettably, the well-meant suggestion was turned down without even asking for comments from the floor. The reason for not even investigating the possibility was based on the adage that 'a little learning is a dangerous thing' and that the person administering the first-aid treatment might just do

the wrong thing and leave the injured rider worse off than what he was. This may then end up in a court of law with the unenviable possibility of the 'Good Samaritan' being stripped of most of his earthly possessions by a shrewd lawyer for wanting to assist a brother in distress!

Fine and well as the argument goes, but basic first aid is exactly what the name implies. To my mind it goes no farther than doing the right basics to get the injured away from further harm, making him comfortable, giving assurance that help is on its way, applying a bandage, stemming superficial bleeding, administering a little water, etc. Even as a complete novice in this regard, I see no way how these simple and purely humanitarian actions can be misconstrued as being irresponsible actions with wanton disregard of the injured co-traveller's human rights or whatever other rights that are being bandied about with such gay abandon nowadays!

### First-Aid Kits.

Think about this one a bit. Do you have a pair of latex gloves stored somewhere on your bike for use in an emergency? If you come off and lie bleeding, even if it's just a small wound, who do you think will want to touch you without gloves on? I carry two pairs of gloves in my bike just in case there are two people to assist me in the event of a mishap that leads to even the slightest form of bleeding.

There are different sizes of ready-to-use first-aid kits to be bought at Bruce's Place. They are specially made for motorcycles and fit nicely into/onto your bike, hardly taking up space. You can even put together your own by asking your local chemist for advice on how to stock one. Make sure though that you know how to use the *muti* inside and check from time to time to see that it still is fresh.

### Life Cap

Also available at Bruce's Place, this is a novel device for letting personal particulars be known to anyone trying to help you in the event of injury after a prang, leaving you perhaps dazed or even unconscious. It is a small cylindrical water- and rust proof bullet-like object that can fit onto your key ring, be attached to your bike or even be worn on your person. You fill in a label providing information about yourself that any helper or first-aider must know. Personal particulars, as well as data on whom to contact, your medical

aid scheme, its telephone number, your blood type, allergies, and other pertinent medical information can thus be stored in this cylinder and made immediately available to anyone who needs to know.

Remember that motorcycling, like life nowadays, is not for cissies. Anything exciting extracts a risk and as is our lot in life, the more exciting, the more at risk you are. It's your choice, but blind chance with little to gain and much to lose is not a good idea. Therefore, go prepared and be prepared. In all probability nothing will ever happen to you, yet comes a day...! Come on people let us raise our voices and ask for a basic course in first aid to be held, then come along and learn something about helping someone on the road or at home, on holiday, whatever, should such a day dawn. We owe it to ourselves! §

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## Diesel Motorcycles – What next?

(Henri Heyns)

Although perhaps not knowing all the details, most motorcycle enthusiasts will have a vague idea as to why diesel engines are not popular as a motive force on bikes. It is generally acknowledged that they are heavy, smelly, noisy and above all, relatively slow in that they're not capable of winding the rev counter up to much beyond 4000 rpm. This is due to the fact that diesel fuel oil is not a volatile fuel (some motorcyclists doubt whether it's *really* a fuel), ignites only because of heat build-up due to compression friction and is therefore slow burning). These motors have a few plus points for use on bikes too, in that they are economical, powerful and reasonably service free. Nevertheless, diesel-engined bikes are not popular. They are used in some countries, especially in Asia where India for example, manufactures the Royal Enfield Diesel bike, used mostly for commuting purposes.

The Germans have come up with a surprise though. A South African bike magazine reports that the Neander Motorcycle Company is producing a turbo-diesel powered machine by that name. The engine capacity is reasonably-sized (1430cc), giving it plenty of grunt and the bike is reported to be capable of running with the best regular machines on offer, with the exception of super bikes of course.

Gear ratios are designed to fit the power curve and six close-ratio cogs with spacing to fit the dearth of top-end revs would seem to do the trick on this heavyweight (270 kg. dry.) A road test showed that

the engine is amazingly vibration-free but there is a considerable noise factor to contend with, as is to be expected.

With this baby in all probability weighing in at some half-a-million rands when it arrives on our shores, I doubt if there is going to be a stampede on the doorstep of the agents. But motorcycling is an activity known to support the quirky preferences of a lot of people, so it might just be that the Neander will become a best seller. Just picture in your mind's eye an advertising blurb advising riders to: "Take a gander of the manger as you meander through the lander on your Neander"! §

## Innige Meegevoel

Dit is met skok en spyt dat die klub kennis moet neem van die afsterwe van twee motorfietsgeesdriftiges en goeie vriende, onlangs. **Anton Fobian** van Rustenburg is na `n hartaanval by `n vakansie-oord in die Noord-Kaap oorlede. **Theo Schoeman**, `n betreklike nuwe klublid, is gedood toe hy beheer oor sy R1100 S motorfiets op die Sabie-Hazyview pad verloor en teen `n rots vasgery het.

Hulle heengaan word saam met hul naasbestaandes met diepe leedwese betreur. Die van ons wat vir **Anton** en **Theo** geken het sal hulle altyd onthou vir die aangename geselskap, die toere wat ons saam met hulle kon meemaak en die besondere voorliefde wat hulle vir motorfietsry geopenbaar het.

Aan hul geliefdes wil ons sterkte toewens in die moeilike tyd wat voorlê en die versekering gee dat ons almal in hulle gevoelige verlies deel.



## Why no colour pictures in S `n P ?

(Henri Heyns)

Colour is all-pervasive in the printed media-world today. There is hardly a magazine, periodical or even advertising leaflet around these days, the designer of which does not appreciate the visual effect of colour illustrations as a means of getting a message across. I sometimes receive the question in the heading above from motorcycle enthusiasts, both club members and outsiders, as to what is wrong with our newsletter that we cannot produce snappy colour pictures so prevalent in periodicals and other printed matter all over the world today. The answer is simple: Pixels! This name is the abbreviated nomenclature for 'picture elements', which stands for the thousands of small dots that comprise a picture. B & W pictures are fine, but when it comes to colour, these little guys take up considerable memory space and of necessity require time to reproduce. It therefore makes colour pics impractical unless one has almost unlimited capacity, which of course costs money, a necessity which neither the club nor many readers are flush with!

When we kicked off with the idea of a bi-monthly newsletter a little more than ten years ago, it was decided that ten A4- sized pages would be sufficient to get across what we wanted to say. In this, provision is also made for the odd explanatory illustration, pic or sketch to accompany the words.

It was soon discovered that three aspects influence the size of the newsletter in terms of pixel requirements. These are picture size, requirements for colour and resolution.

If a reader is a computer enthusiast he will probably have access to broad band facilities that make on-/off loading of material from the Internet quick and easy. For this reason Spoke `n Piston is also published on the Internet on the website [www.bmwclubs.co.za](http://www.bmwclubs.co.za) as many readers undoubtedly know. However, many readers visiting the site do not subscribe to an open line ADSL connection facility, for whatever reason, and are stuck with the slow, shared line connection to the Internet. Thus for the latter to offload the ten pages of S `n P would take ages if colour pictures and other memory consuming (large black and white photographs, for instance) copy were to be used.

We also have to consider the member, especially the older guys to whom computers are anathema, and who only wants to pick up a copy of S `n P from Bruce's Place whenever suitable. (As a cost-saving measure, the newsletter is no longer posted to members.) Naturally, these copies are expected to be printed with colour pics and illustrations, immediately adding significant cost to that operation. Hence the black and white offering that readers have hopefully learnt to accept.

To illustrate the cost differential between black and white and colour in the printed media, here follows a pic of the eagerly-awaited new BMW baby from overseas, the F800 S motorcycle (regrettably not available here yet).



For those interested, here follows a simplified explanation of the factors to be considered (among many other things) when deciding whether to use colour in a photograph:

When using colour:

Example 1. Size of picture: W= 17.03cm; H= 13.45cm

Resolution : 150 DPI (reasonable finish)

Size (number of pixels): 2,29 Megabytes. Download time @ 50 Kbps = 46 s.

Example 2. Size of picture remains the same

Resolution: 72 DPI (good enough for video screen but not for printing)

Size (number of pixels): 539 Kilobytes. Download time @ 50 Kbps = 11 s.

Example 3. Size of picture remains the same

Resolution: 300 DPI (very good finish required only for large pictures)

Size (no. of pixels): 9,14 Megabytes. Download time @ 50Kbps = 3,04 min.

When using Grayscale (black & white) pictures:

Example 4. Size of picture remains the same as above

Resolution: 150 DPI

Size (number of pixels): 780 Kilobytes. Download time @ 50Kbps = 16 s.

Example 5. Size of picture remains the same as above

Resolution: 72 DPI

Size (number of pixels): 180 Kilobytes. Download time @ 50Kbps = 3,6 s.

Example 6 Size of picture remains the same as above

Resolution: 300 DPI

Size (number of pixels): 3,05 Megabytes. Download time @ 50Kbps = 1m.

By comparing examples 1 and 4 above, one can see the substantial saving in pixels by converting from colour to black and white (Grayscale) images. The difference is a whopping 1,5 Megabytes, representing a saving of more than 66%!

**Practical Implication.**

“So what?”, the guy in the street may ask, mentioning that colour always looks better than drab black and white. Every magazine one picks up nowadays is replete with bright colours to make reading its contents more attractive. Although we may be quick to agree with the cynic, it must be remembered that the printed media is different to the electronic media. With magazines, once the colour separations have been made, the production cost remains the same, whether you print ten copies or a thousand. With electronic media the crunch comes in the time taken to download pics from the Internet, as explained in this article. Here size, colour requirements and resolution interact to determine the time necessary to download a pic. Until such time that every BMW bike enthusiast has a dedicated telephone line with a super quick downloading facility, not many people are going to bother spending a half hour or more picking up copy from a relatively ‘lazy’ Internet line.

In this day and age technological advances are breath-taking in especially the electronics field and perhaps one can expect to download colour images quicker and cheaper in the near future, short of installing a dedicated telephone line. At this point in time such lines are still relatively expensive and almost a waste unless it can be put to use for most of the time.

So, black and white it's going to be for the present. I spend a lot of time and skill getting all the bits and pieces together for your S `n P to appear every two months. So, forget about colour pics for the time being and get an eyeful of the goings on within the BMW biking fraternity. That way you'll be getting more bangs for your buck to use an American colloquialism! §

# Bikes becoming more popular

(Henri Heyns)

**A** report in a local newspaper has it that more people are considering switching over to two wheels for commuting daily.

The Association of Motorcycle Importers and Distributors (AMID), representing all the official motorcycle importers, says that the growth in bike sales is up on last year, clearly showing that more people depend on two-wheelers for daily use. In the past the emphasis was on quads and super bikes, proving that buyers were after a plaything rather than an everyday mode of transport.

During the last quarter of last year all divisions fared well, with the best performers being scooters and road bikes. During March this year a total of 4 048 motorcycles and quads were sold, contributing to a total of 11 140 units sold during the first quarter. AMID sees this as an indication that sales could break through 40 000 units this year.

Two-wheelers achieved sales that are 50% up over March last year with 2433 units having been sold during this period. This shows that the market for quads, responsible for more than half the total bike sales in the past, is levelling off because just over 4 400 quads were sold during this quarter, a drop of 2,1%.

Editor's Comment:

The move towards bikes is a logical outflow from the growing chaos manifesting itself on our roads due to the huge increase in the number of motorcars and other multi-wheeled vehicles sold every month. Other factors are the breakdown in traffic control services, the inability of the authorities to build new roads and to repair existing ones, the total lack of consideration and perhaps road sense by many road users, unroadworthy vehicles, poor driving skills, and so on.

A reader sent a letter to a newspaper the other day stating that every daylight hour on the Pretoria-Johannesburg road is peak hour! No wonder people are becoming fed-up with the situation and are looking for a way out. One disturbing thought emerging from this pattern of more bikes on the road is that motorcycling is definitely not for all and sundry. Many people think that riding a bike is just like riding a bicycle, only that now you have an

engine propelling you. This is a grave mistake as experienced motorcyclists would immediately point out. Having thousands of unskilled bike riders on our roads, are the nasty ingredients in a fruit cake that sensible bikers would wish not to partake of.

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## Report from Holland

### BMW developing a System V helmet in co-operation with Blue Tooth?

**I**t is reported from Europe that BMW has announced further research into the possibility of developing a helmet with integrated Blue Tooth technology. This development would make telephonic conversation whilst riding, a realistic possibility. Apart from telephoning, it would also make inter-bike conversation possible, a development naturally of immense interest to group riders.

The system WCS-1 (Wireless Communication System) is in no way connected to the bike, but is fully integrated into the helmet. It consists of two hardly visible Array microphones in the front part of the helmet, one digital signal processor (DPS) with which audio interference and buffeting wind can be filtered out, One Blue Tooth module, two speakers, and one integrated battery set. The entire system would hardly weigh more than one bar of chocolate (120 grams) and would make conversation possible at speeds of up to 150 km/h. Eventually other Blue Tooth components such as MP3 players and GPS units could also be fitted.

The latest techniques have been built into the new System V helmet, with the outside shell being composed of glass fibre, with carbon and Kevlar laminate. The helmet would possess excellent aero-dynamic characteristics, with wind noise of about 86 dB(A), making it one of the quietest helmets available.

Unfortunately availability and prices have not yet been announced. §

# An answer to congestion?

(Henri Heyns)

Anyone who has the misfortune to have to commute daily between Johannesburg and Pretoria, or the other way round, during peak hours will bear testimony to this growing nightmare. Gone are the days where one would willingly take the car or bike on the odd day off from work to drive to Sandton for shopping and a quick lunch just to see what the folks are doing on the other side of the Jukskei River.

Nowadays the intrepid motorist has to traverse a stretch of tarmac that is already hopelessly overcrowded and becoming progressively more so every day. Certain stretches of this congested 'freeway' are enough to test one's driving skills, patience, nerves and even well-manneredness to the utmost. This experience is certainly not what one can term a walk in the park by any stretch of the imagination!

With thousands of motor vehicles jamming the road bumper to bumper between the two cities during peak hours in every working day, commuters try this side road and then that to try and miss the 'crowd' as much as possible but even such clever little 'secret' thoroughfares are soon discovered by others, with the same eventual result – motoring chaos!

However, the guys who work with figures for a living tell us that the worst is still to come. Statistics show that some 45% of all new vehicles registered in South Africa each year, find a home in Gauteng. This means that 278 100 of the total number of new vehicles sold during 2005 have found their way into this, the country's smallest province. Looking at it another way, Gauteng has accumulated more than a million extra vehicles since the turn of the century! (Alas, road construction and maintenance do not appear to have kept pace with the growing need.)

But now for the cherry on the top! With everybody now seemingly flush with cash, hence the enormous growth in vehicle sales in recent years, Gauteng can expect a further 1,5 million vehicles• in the next five years! Are we then surprised that driving almost anywhere within city limits involves a nose-to-tail action? Are we amazed that parking space, where it matters, usually is at a premium, that fuel outlets are sometimes unable to supply the demand, and that renewing a vehicle licence in the city requires

queuing almost around the block from even as early as 07:00, just before due date?

All right, the critical reader may respond, but what has this to do with motorcycling? A two wheeler is all the better for cutting through traffic and with careful filtering on the freeway, one can be at one's desk on any weekday long before the average motorist has gotten even halfway to his destination.

A good point, but here is a sobering thought. The motorcycle market *is* rapidly gaining momentum. In 2005, bike sales have for the first time in many years exceeded the 40 000 mark, 41 662 units to be precise. This year anticipated sales are likely to be 45 000 or even 50 000.♦♦

Agreed, the estimated nett growth does not take into account the percentage of vehicles permanently removed from the roads due to wear, accidents and deliberate scrapping. Yet, this figure is not likely to be more than 5% – 7%. Some analysts contend that as more people become urbanised, in other words, streaming in from the rural areas into the cities for whatever reason, this figure may well be ignored.

The conclusion from all this is that the roads are likely to become even more congested despite the imminent appearance of the much vaunted Gautrain and that as a direct corollary therefrom, more people are going to turn to motorcycling for the purpose of commuting. Hopefully such commuters would be quick to savour the joy that motorcycling can bring, that they will join riding clubs and take to the roads over weekends as well and thus become happier people.

- Some manufacturers do not disclose full figures on vehicle sales, so the figure may be even higher. Motorcycles are also excluded.

- ♦♦ Importers of 'grey' products are excluded.

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## Slogan for bearing in mind

(Anon)

It has been said that your motorcycle is a placid and exciting friend. Yet it is also a treacherous and vicious companion. It waits until you're drunk and then turns on you! Which of the two would you prefer - friend or foe?

## Official Club Activities Calendar 2006

Date	Route /Destination	Dist	ROAD	GS
05-Mar	Bayshore Marina Vaal Dam	350	Dave Swart	Pauli Massyn
17-19	Buffalo Rally	2500	Etienne vd Stockt	
11-21	Golden Extreme Points ride including Buffalo Rally	8000	Brian Cannoo	Informal ride in small groups
31 Mar	AGM			
09-Apr	Cosmos	350	Johan Strauss	Etienne vd Stockt
27-Apr	ABBG - Sabie area???	1300	Renier Jordaan	Adriaan Scheepers
27-Apr	Pontdrift		Dave Swart (On route to ABBG)	
06-May	Botswana - Chobe/Vic Falls	1800	Etienne vd Stockt	
07-May	Charles Hauman Memorial Ride - Cullinan	150	Richard Hussey	Pieter de Koker
27-May	Paradise Rally	700	Informal	
04-Jun	Warmbad	500	Dorothy Prinsloo	Pieter de Koker
10/6-18/6	Mocambique/Kozi		Pauli Massyn	
16-Jun	Kozi Bay	1600	Dave Swart	Stefan van Rensburg
09-Jul	Discover Lodge - Krugersdorp	200	Johan Strauss	
??	Malawi		Izak Geldenhuys	
06-Aug	Ladies Run		Lorette v Rensburg	
Aug	Alex.Bay Namaqualand Flowers	3000	Volunteers??	
02-Sep	Year end Function	tba	tba	
23-Sep	Round Lesotho	2200	tba	
	GS Challenge	tba	tba	
28-Oct	Rhino Rally - Harrismith	tba	Renier Jordaan	
05-Nov	Katze Dam	1100	tba	
29-Nov	Lesotho /Roof of Africa	tba		

All runs and events are subject to confirmation at the prior club social meeting. This is a work-in-progress schedule 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.

**Spoke`n Piston** also appears on our website at [www.bmwclubs.co.za](http://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](mailto:henrih@netactive.co.za)

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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](mailto:bavarian@mweb.co.za)