

SPOKE & PISTON

Volume 11 No. 6 Nov. / Dec. 2006

From

the

Editor's

Desk



Message from the Chairman

One can hardly believe that Christmas is once again knocking on the door. Contrary to popular practice I do not regard this as the Festive Season but rather regard this period for what it is – a time of Goodwill where we celebrate the birth of Christ. It is a time where family and friends can get together to share a few rare moments of free time.

Looking back at the events of the club over the past year it was most certainly a memorable one and I feel privileged to have been part of the club family. There have been great trips with good participation from club members. On a personal note the trip to Mozambique was the highlight of my year. The task of the RS in herding a bunch of GS's was not such a daunting one and I even managed to complete about 30km of Mozambique's finest dirt roads, without incident.

Several people qualified for both the Gold and Silver Extreme Points awards including the first two lady riders in each category, but when a tally is made of the numbers who have earned this distinction then we still have about 240 vacancies. A great program is planned for 2007 and any new suggestions are most welcome to ensure that our program remains interesting. If you want to get involved or are approached by the committee to assist please invest some of your time. The job does not get paid but we do have fun. There are a few vacancies on the committees so please volunteer before the next AGM in March.

We were deeply saddened by the tragic death of Theo Schoeman. What was supposed to be the last fun ride of Easter turned into tragedy when he lost control of his bike 10 km from Sabie on the notorious "22". Nobody will ever know what caused this untimely accident. We also said goodbye to Anton Fobian an old stalwart of the club who passed away from natural causes. There were other accidents too, which highlight the continued need for training to sharpen our skills. Everyone is encouraged to attend one or other of the courses offered by the BMW Rider Academy. The better we ride the more fun we have.

For those people who will be riding on holiday please be careful of the "cages" and if you are going on holiday in your "cage", also be careful of the other cages.

God Bless,
Renier Jordaan.

BMW Releases New Range of Bikes

The most important features of the new G 650 X model series at a glance.

- Fast-revving single-cylinder power unit developing maximum output of 39kW at 7 000 rpm and peak torque at 5 250 rpm.
- Crankshaft running in anti-friction bearings and an even lighter alternator reducing free mass forces.
- DOHC valve drive with cup tappets and four valves.
- Liquid cooling with an aluminium radiator.
- Electronic BMS-C II engine management with intake manifold injection and dual ignition.
- Stainless-steel exhaust system with three-way catalytic converter and oxygen sensor.
- Dry sump lubrication with oil tank positioned appropriately for an ideal centre of gravity.
- Close-increment five-speed gearbox with secondary chain drive.
- Stable upside-down telescopic fork, fixed position tube measuring 45 mm in diameter.
- Low unladen weight between 156 and 160 kg.
- Fuel tank positioned beneath the seat for an ideal centre of gravity, with good access to the filler pipe.
- High-performance brake system with on-demand ABS as an option.

The X-Challenge



On the X-Challenge Hard Enduro design, the front fork offers 25 cm of travel and is tuned specifically to off-road use, with the unit adjustable for compression and rebound damping. The rear suspension is the most different from the other two 650s, as it employs the Air Damping System showcased on the HP2. The rear suspender works like a conventional spring unit but utilises pressurised air, with the rider able to use a high-pressure pump located underneath the seat to adjust the unit.

The bike also uses a 21-inch front wheel combined with an 18 inch rear, both spoked with aluminium rims and hubs. The X-Challenge is unique to its two other 650 siblings with a shorter final drive ratio, via its 15-tooth pinion and 47-tooth sprocket (opposed to the 16/47 configuration on the X-Moto and X-Country models).

The X-Country

The X-Country is the most versatile bike of the three, and fills the dual-sport role in the triad of bikes. The X-Country's front suspension offers 23cm of travel, and also comes with an adjustable seat. The bike opts for spoked wheels, with a 19-inch front and 17-inch rear. The two wheels are paired with special tyres measuring 100/90 for the front and 130/80 for the rear, which sport different tread than the other models to enhance the Scrambler's off-road/street dualities.





The X-Moto

The X-Moto's front fork offers a similar 25cm of travel and is also adjustable to suit the rider's personal preference, although the base settings are firmer for street use. A conventional gas-pressure spring strut out back replaces the X-Challenge's HP2-derived unit. The spring shock is also set firmer for street use. Tyre sizes are 120/70 front and 160/60 rear, sportbike tyres. The street rubber is attached to 17 inch cast aluminium wheels.

Season`s Greetings

The Chairman and committee wish everyone a blessed Christmas and a happy, prosperous and safe new year, with a hearty thanks to you all for your magnificent contribution towards making the Club what it is today. May 2007 bring everything that you wish yourself, but above all, may health and contentment reign supreme. Happy riding next year and every success!

Seisoenswense

Die Voorsitter en komitee wens almal `n geseënde Kersfees en `n gelukkige, voorspoedige en veilige nuwe jaar toe, met `n hartlike dankie aan u almal vir die uitstaande bydrae gemaak om die Klub te bring tot waar dit vandag is. Mag 2007 alles voortbring wat u vir uself toewens, maar bo alles, mag gesondheid en tevredenheid altyd die botoon voer. Lekker ry volgende jaar en alle sukses!



Track Day at Swartkops

(Henri Heyns)

It was sunny and hot on Guy Fawkes day, (who still remembers who this guy was?), Sunday 5 November when some hundred bikers rolled up at the race track at Swartkops, south-west of Pretoria. Some guys, with a fair sprinkling of girl riders, were from both the Pretoria and the Johannesburg BMW Motorcycle Clubs. Others were individual motorcycling enthusiasts attending the rider training day, partly sponsored by the BMW Motorcycle Club, Pretoria.

After a quick welcome by the Chief Trainer of the BMW Rider Training Academy, James McClelland, the enthusiasts were herded into an office wherein indemnity forms were filled in and each had to part with R100, which was their contribution towards the training fee for the day.

General Impressions

Road safety people ascribe many road accidents to vehicle users who think themselves better than what they really are. Road vehicles and especially motorcycles have reached a degree of sophistication that almost anyone can ride one with little effort. However, when road conditions or traffic patterns change, or some emergency arises, sometimes in a split second, it is how one reacts that will determine the outcome of the situation. Will there be an accident or will some or other nasty situation be avoided by appropriate and quick action on the part of those involved?

What did the training consist of?

Training consisted of each participant electing the group in which he/she wished to ride, indicated by a colour decal attached to the windscreen.

Every rider started off by having had to balance a plastic glass full of water on his bike's fuel tank and then to pull off, ride some distance, do a U-turn and return to his departure point with as little spillage as possible. Some did well, whereas others couldn't even pull off without the container falling to the ground. This exercise certainly separated the good riders from the bad as far as smooth riding was concerned.

Next came pulling away, attaining a certain speed and then coming to an emergency stop in front of the trainer. According to the level of proficiency in the group, the speed attained increased with the skills level.

After this came track work where each rider had to manoeuvre around obstacles placed at certain distances away from one another, at a certain speed without knocking them over. Upon completion, the next lap called for an increase in speed around the same obstacles, and so on.

After lunch came free use of the track with each rider doing his thing to best ability.

Course Impressions.

1. Too many trainees. There were too many trainees divided into groups of some twenty riders each for serious training to have taken place. Also, groups did not represent levels of riding skill already attained, with the result that each group contained excellent to middling riders. This, to my way of thinking, is wrong as one would expect better riders to be grouped together, with the fair riders in another, and so on. The question is how this can be achieved. The best way in the absence of concrete information of a rider's ability, is to let them all do three laps or so around the track. The first ten riders passing the finish line become group green, with each biker receiving a small windscreen sticker to display his designation. The second ten riders become group blue, whatever, and so on. Thus one can determine the relative skills of the riders and group them in a more or less order of riding proficiency.

I realise that renting a track like Swartkops, with all the facilities which include track officials, first-aid staff and a fully equipped ambulance in case of emergency, costs a lot of money. The Pretoria BMW Motorcycle Club sponsored a significant part of this expense. Presumably the Johannesburg Club did the same for their members. That notwithstanding, participants still had to fork out R100 per person for the joy of being able to use the track. The organisers were obviously happy at having some hundred bikers there that day, but unfortunately the training exercise, due to the number of participants involved and although interesting, became a mere modicum of what is required.

2. Too few officials. Cost, a major factor in this exercise, also limited the number of knowledgeable people available for instruction and control purposes, but for participants to derive maximum benefit from this experience, more officials are a must. If, for whatever reason, this cannot be, then the number of participants should be severely limited, otherwise the exercise becomes merely an interesting morning among bikers.

3. BMW bikes only. A disappointing aspect of the outing was the decision to allow only BMW bikes onto the concourse without the organisers having advertised this condition beforehand. An avid BMW supporter whom I know well, owning three Beemers, recently bought a CBR 1000 and brought his Honda to the track for a good work-out. To his utter amazement and annoyance he was refused entry because his bike was not a BMW. Upon enquiry he was told that BMW clubs were sponsoring the outing in part, hence the decision. (I was to learn later on that this decision was partially revoked and that some 'foreigners' were allowed on the track. This exacerbated the situation because fish was being made of one and flesh of the other.)

4. Paper work beforehand. Before commencement of the morning's fun, would-be participants were asked to complete an indemnity form and to pay their participation fee at a counter. There were so many people crowding the little counter with the sole lady assistant accepting the forms and the R100 with such alacrity that there was little time for her to check whether the forms had been completed properly. It was therefore possible to allow in a participant who had not signed the indemnity form or at least only partially so, obviously rendering the indemnity useless in case of a mishap on or off the track anywhere on the premises.

5. Certificates of attendance. Unfortunately I couldn't stay until the end of the day's activities but as far as I know, no attendance certificates were issued to participants. This oversight is not serious, but a BMW training session at Swartkops surely merits some form of formal recognition for those having participated. This would be handy to display for admission to the next level of training or in the event of a dispute arising. Failing this, even a decal for windscreen display would at least be something for the participant to take home as proof of having attended the training day.

6. Overtaking. The no overtaking except on the straights rule was not followed by all. This non-adherence could result in serious complications should riders be forced off the tarmac or collide.

7. Protective clothing. All right, all the participants as far as I could determine, wore protective jackets, helmets, gloves and such paraphernalia. What was conspicuously lacking on some riders, however, was appropriate footwear, with all sorts of sneakers, booties, shoes, and so on, showing up, so much so that it even solicited a comment by the Chief Trainer. This action, although appreciated, is unfortunately not enough. Riders invited to the track day should be made to understand that proper protective clothing is of utmost importance, without which a person may be refused entry.

Having got the above off my chest, I wish to be quick to admit that the day was most enjoyable and made more so by the fact that it was an excellent day for riding although a little hot. The heat of course made the tyres stick to the tarmac like nobody's business, allowing for really slick riding for those who dared. The officials on hand did their best to cope with so large and possibly unexpected crowd. The exhilaration of being able to open up and push the bike to your limit on a race track such as Swartkops without having to contend with all sorts of undisciplined traffic from all possible directions, is a pleasure not to be forgone. I will certainly book for the next round.

BMW Club, Pretoria: Members' responses to Questionnaire completed during 2006.

General: 53 responses were received.

From the above, 57% indicated that they have attended formal BMW Motorcycle Training Courses, whereas 43% have not done so.

Training type. (Perceived requirement according to the following seven categories.)

1.Rider Training	2.Technical Training	3.Navigation Training	4.Long Trip & Packing
68,9%	60,3%	41,5%	43,4%
5.Group Riding	6.Protective Clothing	7.Other (ladies trg.)	
24,5%	7,5%	1,9%	

Broken down further we have:

Category 1: Rider Training Required

Novice	Proficiency	Advanced	Off-road: Basic /Interm./ Advanced	Riding in Traffic
7%	14%	26%	17% 15% 10%	11%

Category 2: Technical Training

Basic motorcycle maint. & repair	Motorcycle set-up	Tyres & punctures	Other (tuning, etc)
37%	35%	27%	1%

Category 3: Navigation Training

Basic GPS & route planning	Electronic maps & GPS interface	Basic map reading
53%	31%	16%

Category 4: Long Trip Planning & Packing

Packing For Long Trips	Basic Long Trip Advice	Camping Equipment
42%	38%	20%

Comment: Our club has in excess of 200 members, given the fact that this figure includes family membership as well. Therefore, discounting the 'non-riders', the club adult members total some 160 souls. This means that a 53 people response to the questionnaire outlined above represents only 33% of the active members, a figure really too low to be significant to a meaningful degree. However, some of the answers are to be expected whilst others came as a surprise. For instance, there are few lady riders in our club, with the result that activities featuring them showed a relatively low score, whereas rider and technical training (mostly male activities), scored much better.

To my way of thinking, it is a pity that the headings 'Group Riding' (24,5%) and 'Protective Clothing' (7,5%) scored well below that of the other items in the category. Accident experience in this club and elsewhere shows that more attention should be paid to these important sub-categories. Similarly the lowly rated sub-category 'Riding in Traffic' (11%) is perhaps indicative of the emphasis being placed in areas considered to be 'less boring'. Yet, accident statistics the world over tend to emphasise that these areas should be the ones to be looked at. Hopefully the club committee will see its way clear in the new year to tackle at least some of the problem areas that the members would like to see addressed. With the car, mini-bus and truck clutter on our roads nowadays and increasing all the time, more people are considering switching over to motorcycles for commuting and fun riding. Let us be proactive and lend a hand by providing better training and advice.

The Beemer R1200R – Way in front of the rest!

(Henri Heyns)

(With acknowledgement to MOTOPPLUS, the Netherlands, for test and technical information)

There they stood on a testing ground in the Netherlands somewhere. Four reputable yet comparable naked twin cylinder motorcycles, with riders beside, ready to let rip to determine which make has the most to offer for bikes in that class. All riders are experienced test pilots to whom riding is like second nature, with each rider being given the opportunity to test every other bike. Obviously, a bike shoot-out is not a race with the winner being determined as the first bike to cross the finishing line. The difference is that a number of characteristics of each bike are compared, with the highest total score attributed being regarded as the winner in that category.

The organisers recognise that being human, each tester is prone to likes and dislikes, meaning that pre-conceptions could unwittingly and unintentionally creep into an evaluation. This is the reason why four riders are used with four separate opinions tending to average out bias in respect of judgements.

Altogether forty-three attributes in six major categories were evaluated, bringing about a comprehensive survey on which to base the outcome. This article is not bent upon discussing the findings in detail, but to show that particular preference apart, motorcycles are not all the same. Here follow the results in broad outline with succinct comment by the Dutch author on the findings:

First: **BMW R1200R**. “The BMW contains the most complete package. It has a powerful motor, is comfortable and surefooted and scored highly in the ‘Cost/Milieu’* category. A well-earned victory.”

Second: **Moto Guzzi Griso 1100**. “Despite its limited ability, the Moto Guzzi Griso earns second place for good performance generally, good looks and good handling.”

Third: **Ducati Monster S2R 1000**. “With perfect brakes, manoeuvrable biking and an enjoyable motor, the Monster actually contains everything a rider requires. Pity though that the shock absorbers are not up to the level required.”

Fourth: **Buell Lightning XB 12 Ss**. “Take it or leave it! Thanks to its less radical road behaviour, the Buell can hold its own against the opposition. However, it loses marks in the ‘Cost/Milieu’ category.”

The other five categories were: Performance, Handling, Safety, Practical Use, and Comfort, in respect of which the Beemer had the better of them all. The final tally (out of 1000) came to the following:

BMW 695, Moto Guzzi 610 Ducati 604 and Buell 569.

Horses for courses is a colloquialism used to signify the user's right to choose an option. So is it with most things in life. Many BMW bike enthusiasts prefer other types of Beemers, as they have every right to, but we all must be enthralled with the knowledge that a bike from the BMW stable, with essentially the basics for every BMW, weighed in so splendidly against other renowned heavyweights in the motorcycle ring. It makes one think, doesn't it?

*Cost/Milieu category. Under this heading is covered: warranty, finish, fuel consumption (secondary), inspection cost, maintenance cost, emissions, and price/quality ratio. In this category the following results were obtained (out of 200):

BMW=130; Buell=100; Ducati=126; and Moto Guzzi=119.

Note: For those readers interested in pursuing the matter further and who possess a smattering of Dutch**, the points allocation is discussed on the website www.motoplus.nl/zo_testen_wij.

** Proficiency in Afrikaans does not necessarily guarantee full comprehension of Dutch. For instance, certain words used in Afrikaans have the exact opposite meaning in Dutch. Although the former is a derivative of the latter, the continent-apart-for-centuries factor has had serious negative ramifications on intelligibility and the languages seem to be drifting even further apart.

Getting it right on our Roads

(Henri Heyns, with acknowledgement to an article adapted from Think Bike)

It has already been suggested that excitement is directly proportional to the risk of loss, meaning of course that as the former increases or decreases, so does the other in equal proportion. Without wanting to delve into the mathematical correctness under all circumstances of this supposition, the average motorcyclist knows it to be generally so and has experienced it many times when pushing the safety envelope during a ride.

Travelling too fast for prevailing conditions is often a reason given for traffic accidents occurring. This may well be true, especially when observing how bikers, and often cars sometimes thread their way through slow-moving, and often almost stationary traffic, throwing down the gauntlet to all and sundry to do equally as well or even better. If a vehicle driver in the queue precipitates a wrong move, the 'threader' could find himself squashed between two vehicles, sometimes with serious injuries to himself and damage to his machine. Most of us have either experienced or heard of such a scenario.

Another serious risk to especially bikers is the incidence of sometimes travelling too slowly for prevailing conditions. A dawdling biker is anathema to motorists, truck operators and other forms of traffic, who are almost always in a hurry to get from point A to point B. Out of the nature of things, the slow coach could also precipitate a back-ender! I have always advocated the principle of flowing with the traffic wherever possible so that overtaking and being overtaken does not become continuous and therefore tedious. Obviously there are limits to the applicability of this rule, but I have found it to be a generally sound basis for riding.

Improving your riding skills in a safe environment or on a race track course can be fun and inspires confidence. It could open your eyes to motorcycling experiences that you probably never knew to exist, whilst at the same time expanding your riding abilities and self-assurance. Repeating the exercise every six months or so will serve to reinforce the lessons learnt.

There is nothing wrong with knowing the limits of your bike's turning or stopping capability and riding within its capabilities. Getting to know those limits may be intimidating, but you owe it to yourself and

your loved ones to ride as well as they think you can. If this is not an option, then perhaps motorcycling is not for you.

There are riders who regard sensible riding as sissy-ish and not in keeping with the he-man image they're trying to project. The responsible rider had best ignore such people and disregard their 'advice'. Too often such foolhardy riders find themselves in traffic situations they are unable to cope with and when things go wrong they tend to go terribly so, as so many biking accidents bear mute testimony to.

Interestingly, one of the conditions seldom mentioned, is rider skill. How many people riding along at 120 km/h have ever attempted a panic stop from that speed? Have you, the reader? (What is meant here is a real, both-brakes on, front tyre-howling panic stop, like you would need to perform if an animal strolled into the road in front of you, or a vehicle entered the intersection before you unexpectedly. How about a full-tilt swerve at that speed? Can you comfortably wrench the handlebar for a full performance counter-steering swerve around an obstacle at the speed you routinely ride on the highway and then immediately wrench it back to stay on the road? Are you sure? Have you practiced recently? If you cannot answer yes to these questions, then you are probably riding too fast for your skill.

But hang on a minute before shrugging your shoulders and turning the page with a *I've heard all this before* attitude. Does the idea of really slamming on both brakes at 120 km/h scare you? Do you think that if you can stop hard at 60 km/h that you are good enough to stop at twice that speed? Don't count on it, especially if you haven't practiced high-speed stops. Do you know how much distance you need to stop at 120 km/h? Did you know that while your reaction distance only doubles when your speed doubles, the actual distance needed to stop – once you get to maximum braking – is about four times greater? (That is with someone who does it routinely, picks his spot, covers the control going into the stop, is mentally and physically prepared to hammer on the brakes and is dressed for the fall if he screws up.)

Another important **don't** to consider is the following: Jack and Joe are biking mates. Jack is an excellent rider, Joe is still aspiring to be. They go on a trip with Jack (naturally) leading. Joe thinks to himself if I follow Jack, by riding at the same speed and copying

everything that he does precisely, surely then I can ride as well as he does. Right? Wrong! (And please do not attempt to prove me wrong!) The following shows what can (and sometimes does) happen.

Jack, riding ahead, knows how to manage a turn at 130 km/h. He has done so before and doesn't freak. Joe, who just rode into the corner at the same speed, always thought that leaning over more than necessary to follow the left side of the road was dangerous, really scary, or perhaps even irresponsible, and never tried it before. Now suddenly realising that he's faced with a corner that is beyond his experience, he:

1. Gets on the brakes, which makes the bike more difficult to turn, and runs off the road;
2. gets into the turn, drags his footrests, freaks, straightens up and runs off the road;
3. resists turning at first, gets too close to the inside edge of the road, then turns too hard, perhaps with the brakes on, and crashes;
4. if it's a right hand turn, he does one of the above and crosses the centre line, becoming the hood ornament on a car going the other way.

The above is becoming the most common accident scenario in South African motorcycling. Bikers run off at turns that their bikes are easily capable of handling at the speed they were going, yet end up crashing. The bike could do it but the rider didn't know how. This is due to his own sad skill level. Of course, the same no-skill rider is no more prepared for that common 'other guy' scenario and won't be able to swerve or brake effectively when a car suddenly turns in front of him.

A training instructor, asked this question, said that he didn't know why so many riders refuse to work on their skills. Some, he said, will tell you that they've been riding for decades and never had a crash, but if you follow a typical example you wonder how that is possible. You see him lock up the rear wheel with no front brake applied at a stop sign, sawing at the handlebar in a corner as he tries to find a lean angle that will complete the turn but doesn't scare him, dragging a foot up to and away from every stop, and blowing through lights that had turned red way before he had got to the intersection because he was going a bit fast and was afraid to brake hard.

Improving your riding skills on a race track course or simply practicing on your own in a safe environment,

can be fun and confidence-inspiring. Spending a few hours with your bike on a track every six months or so, will open your eyes to motorcycling experiences you probably never knew to exist. This can expand your abilities and self-assurance appreciably.

Go for it. The life you save may be your own!



Motorfiets te koop. Lae kms. Min gery. Aanbod? 'n Goeie vriend het nou die dag hierdie foto aan my gestuur met die versoek dat dit in S 'n P geplaas word omdat hy finansiëel bietjie gestremd is en graag 'n paar rand liewer in sy sak wil hê. Ek het aan hom verduidelik dat ons nie sulke advertensies in die nuusbriëf plaas nie en dat hy liewer met Bavarian Motorcycles direk moet skakel oor koop- en verkooptransaksies.

Hy het my egter daarvan oortuig dat daar geen beswaar behoort te wees oor hierdie advertensie nie en nadat ek die foto ontvang het, het ek hom gelyk gegee.

Indien iemand belang stel kan hy die telefoonnommer by my kry en met die eienaar direk oor 'n prys onderhandel. Alhoewel die fabrieknaam nie bekend is nie dink ek dat dit 'n goeie koop kan wees. Mens sal hom natuurlik eers moet ry om die toestand te bepaal. Stel iemand dalk belang?

Te lui om te lewe!

In 'n klein dorpie het 'n man gewoon wat seker die luiste mens op aarde was. Om hom skrik te maak, besluit die stadsvaders om hom in 'n kis te plaas en kerkhof toe te dra. So gesê, so gedaan. By die kerkhofhek ontferm die plaaslike meulenaar hom oor die arme man. "Toemaar" sê hy aan die luitaard. "Ek sal jou 'n sak koring present gee". Die luitaard lig hom op een elmboog uit die kis op. "Is dit gemaal?" "Nee", antwoord die meulenaar. "Dra dan maar aan" sê die luitaard en sak weer in die kis terug.

Official Club Activities Calendar 2006/07

Date	Route /Destination	Dist.	Contact Person
05-Nov.	Rider Training Day- Swartkops Race Track		André Henrico
2-3 Dec.	Sterkfontein Dam		Dave Swart/Colin King
7 Jan.	Babsfontein (Social braai)		Dave Swart
4 Feb.	Three Dams		Richard Hussey
4 March	Cradle of Mankind		Dorothy Prinsloo
17-25 March	Cape Extreme		Richard Hussey
27-29 April	ABBG		
6 May	Treasure Hunt		Adriaan Scheepers

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 riding 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 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

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Club Address:

Bavarian Motorcycles and Accessories cc, 450 Vermeulen Street, ARCADIA 0083.
P.O. Box 23848, Innesdale 0031. Tel. (012) 323-4865/6. Fax (012) 323-1630. E-mail: bavarian@mweb.co.za

“Shared riding pleasure whilst fostering fellowship by the safe, supportive, responsible and courteous enjoyment of BMW motorcycles.”