

SPOKE & PISTON

Volume 12 No.2 March/April 2007

From

The

Editor's

Desk



New Club Committee

The following members were elected onto the club committee for the ensuing year:

Pieter de Koker – Chairman

Lorette Janse van Rensburg – Secretary

Dave Swart – Road Captain

Pauli Massyn – GS Captain

Colin King – Treasurer

Richard Hussey – Member without portfolio

Danielle Du Preez – Member without portfolio

On behalf of all its readers, Spoke 'n Piston welcomes the new committee (which includes a number of 'old hands') into the fold and looks forward to an action-filled year with motorcycling-related activities to satisfy even the most demanding of appetites. This request is not going to be easily fulfilled as the almost 300 club members naturally have different viewpoints on their idea of fun. The old adage reads that you cannot please all of the people all of the time but we trust in you to try to please most of our people most of the time. Please accept that as your challenge and motto for 2007!

Here is a bit of good news for readers. For the past dozen years or so, Spoke 'n Piston has appeared with copy and pictures exclusively in black and white due to financial constraints brought about by various factors. Due to membership growth, club finances have improved to the extent that the new committee has agreed to some colour being introduced to make the printed newsletter and hence the web page more attractive. No matter how well intended and processed, a colourless logo and black and white pictures just do not cut it in the attractiveness stakes.

To add the cherry on the top, a new committee member in the person of Danielle Du Preez has offered to help with the layout of S 'n P. This promises a fresh approach towards getting the *happy riding safely* message across in keeping with the club's mission, vision and membership growth.

The only problem still exists; that of not enough contributions by members. Come on people. Spoke 'n Piston exists because of you and will grow in size and content to the extent of your inputs. Everybody knows something that the next person doesn't, or has a tip, riding or otherwise, to share with fellow motorcycling enthusiasts. Please drop us a line (and if possible, a pic. as well). Please remember that contributions do not necessarily have to be motorcycle-related, as long as the story is printable. Remember that your inputs are the life blood of the newsletter. So, grab your computer or pen and let's hear from you PLEASE.

Bits and pieces around the 2007 Club

AGM.
(Henri Heyns)

The club's Annual General Meeting took place at Bavarian Motorcycles on Friday 30 March. As the club Noggin, usually held on the first Friday of every month would have fallen on Good Friday, it was decided to hold the April get-together to coincide with the AGM. This fact probably accounts for the lively turn-out with just under a hundred enthusiastic souls present at the proceedings.

Renier Jordaan, the chairman for the past year, reported back on the club's activities for the year under review. This was the club's twelfth report. In it the club's Vision and Mission statement of *'Shared Riding Pleasure by fostering fellowship through the safe, supportive and responsible riding and enjoyment of BMW motorcycles, in a courteous manner'* was reiterated. Four focus areas in its realisation are to be found in the four 'C's: Communication, Companionship, Competency and Clubhouse.

1. **Communication.** The forming of our own website, developed by Brian Cannoo as Webmaster, who has since resigned, is a sign of a strong sense of identity and independence. A review of the traffic on the site shows that there are about 1000 visitors per month. Spoke 'n Piston, the bi-monthly newsletter, also fulfils an important role in keeping members informed of the comings and goings in the club.

2. **Companionship.** Judging by club membership growth and personal friendships developed, the club is successful in meeting its obligation in this regard. The various rides organised throughout the year are an excellent place to get to know one another, hence the growing number of friendships.

3. **Competency.** Rider training and self-sufficiency are important areas on which to focus. In the last two years the club has subsidised group training at the BMW Riding Academy and will continue to do so. Members are strongly advised to enrol for the more intensive courses at the Academy and Countrytrax.

4. **Clubhouse.** Improved facilities have resulted in better turn-outs at our first-Friday-of-the-month social gatherings, with solid sustenance being provided by the courtesy of Bavarian Motorcycles.

Membership.

At the end of December 2000 the club had 82 members. At the end of 2006 the books show 291 souls, an increase of 254%! Whatever the club fathers did inbetween must have been fantastic because just look at the results!

Events.

During the past year there have been many rides to bring back sweet memories for both Road and GS riders. The system of back-up support for riders on longer distances has continued to bear fruit. There is probably nothing more heartening to a rider in trouble than the knowledge that a support vehicle with a bike trailer is within reasonable distance from the group, be they either road or off-road riders. Certainly such back-up costs money but when trouble comes the expense is worth every cent. Thus, riders are adequately supported and members are encouraged to participate in these long-distance runs because arguably the best riding school still is hours in the saddle.

Representation.

The meeting agreed to a request by the chairman for the management committee to be increased from five to eight members, to ease the work load due to growing membership and hence, activities.

Fees.

Membership fees for the year will remain as heretofor.

Awards.

The Extreme Rider Programme (ERP) has again shown an appeal to hardy riders to traverse the four corners of South Africa, hence the name. For the year under review (2006), 16 riders have received the ERP (Gold) award for having visited all four extreme points within the limit of three weeks (some 7500 kms to cover all points). Four pillion riders were also honoured with this recognition. (During the previous year only 6 Gold awards were issued, proving that the ERP is gaining in popularity.) Fifteen Silver awards were made to riders (no time limitation), whilst 10 pillion passengers also received the Silver recognition token.

So far 34 club members have completed the ERP challenge. How many members will have the intestinal fortitude to tackle this stiff ride in 2007? If you're really a biking enthusiast and know your way around, prove it this way!

Charity.

During the year under review the club donated R5000 to the Bramley Children's Home to assist it in providing a little something to help uplift the lives of children who are cared for there.

Financial Report.

The Treasurer, in his presentation, reported favourably on the club's financial matters, the details of which could be obtained from the printed document handed out at the meeting..

Of special interest is the fact that the club is solvent because income exceeded expenses by R21 126. (Income was R85 366 and expenditure R64 240.) Membership fees received (291 members, including family membership) contributed R32 545 to the club's income.

It is also interesting to note that the gross profit from refreshment and regalia sales amounted to R20 824 and R4 192 respectively. (Keep going at the refreshments guys and gals but do take care!)

Resignations.

Renier Jordaan has decided to stand down due to pressure of work. We thank him for his devotion and sacrifice in the club's interest.

Johann Strauss, our Treasurer, is also not available for re-election and we acknowledge, with sincere gratitude, his tremendous efforts in the interest of our club.

Brian Cannoo, our Webmaster has also said goodbye to the club during the course of last year. We will miss his expertise, diligence and enthusiasm.

A hearty thank you is also in order to the outgoing members for doing a splendid job for the club during the previous year. The many hours and enormous effort that they have put in and the success achieved is borne out by the rapid membership growth. Of course, not all members are avid motorcyclists but they nevertheless participate in and enjoy the social events organised from time to time.

Thank you once again gentlemen for jobs well done. Your skills, dedication and sacrifice have laid the way for others to follow. Your performance may perhaps be equalled but not easily improved upon. Of that we are certain.

Club Meeting place and other facilities.

We would be remiss in not recognising the generous efforts of the Bavarian Motorcycles management, notably in the persons of Eric Teixeira and Roger Smith, in support of the club. Their willingness and generosity in providing the venue for club activities, food at the monthly club social gatherings, club office, bar facilities, umpteen cups of coffee, and all the other niceties and considerations, cannot be overemphasised and is much appreciated. Thank you guys for such magnificent support!

Tit for Tat

(Henri Heyns)

Two counterfeiters with a talented but stupid engraver found themselves with a large quantity of almost perfect bank notes on their hands. The trouble was, they were all R18 notes. The crooks decided to go far back into the hill country to dispose of the notes, arguing that 'nobody up there sees much money and would therefore not notice the engraver's *faux pass*'. Deep in the mountains they flashed one note on a crossroads storekeeper and talked him into exchanging it.

"Certainly", the storekeeper responded. "But how do you want it? Would two sevens and a four be all right?"

If you make a left turn from a right-hand lane, you're probably just careless or a little reckless and not at all what the driver behind called you.

A wealthy manufacturer of 72 married an 18-year-old model. They honeymooned in Miami, but soon after the man came down with a coronary. He was hospitalised and placed in an oxygen tent. His 18-year-old wife came to visit him.

When he saw her, the manufacturer began to speak. "Darling," he said, "I don't want you to worry about the future. My will has been made. You're going to get all my stocks and bonds, our house in Larchmont, the three cars, the property in Chicago, the villa in Monte Carlo, and a million dollar trust fund."

Tears welled up in the wife's eyes. "Oh Fred," she mumbled. "You've been so sweet to me, so kind. Tell me, husband dear, isn't there something I can do for you?"

"Yes," said the husband. "Just take your hand away from the opening and let some oxygen into the tent."

Guffaws.

Winston Churchill, whose fondness for drink was well known, was scheduled to make a speech before a small gathering.

The chairman introduced him by saying: "If all the spirits consumed by Sir Winston were poured into this room, it would reach up to here on the wall."

He drew a line with his finger about level with his eyes.

Churchill got up to speak. He glanced at the imaginary line on the wall, looked up at the ceiling and made a mathematical calculation with his fingers. Then he sighed and said: "Ah, so much to be done, and so little time in which to do it."

.....
"I want a dog of which I can be proud," said Mrs. Newlyrich. "Does that one have a good pedigree?"

"Madam," declared the kennel owner, "if he could talk, he wouldn't speak to either of us."

.....
A lady travelling in a set determined to outdo one another in their search for antiques, one day called upon their leader and remarked excitedly: "I came across something marvellous. A archaeologist friend sent me the very cup from which Socrates drank the hemlock."

"Are you sure it's authentic?" gasped the pace-setter.

"Authentic?" repeated the woman. "Why when they dug it up it was marked 350 B.C."

.....
"When are you going back to school, Tom?"

"I'm not going back because my teacher's gone crazy."

"Gone crazy?"

"Yes. One day she told us that four and one make five, and today she says that two and three make five!"

.....
"Do you believe in life after death?" an employer asked the office boy.

"Oh, yes sir," was the reply.

"Ah, then everything is in order, because after you had gone to your grandfather's funeral yesterday, he came here to see you."

.....
The story is told of the owner of a large department store who went through his books and discovered that his most trusted employee had stolen several million Rands from the store over the years.

"I want no scandal," the owner said. "I'll just fire you and forget about the entire matter."

The employee replied, "So, you're going to fire me. True, I robbed your firm of quite a tidy sum. I now have yachts, a country mansion, a town house, jewelry, and every other luxury you can think of. I don't need a thing, so why hire somebody else and have him start from scratch?"

Fifteen tips for safe night driving

(Henri Heyns)

(Based on an article in National Safety and Occupational Hygiene Magazine)

Although all or most readers of this newsletter adore motorcycling as a mode of getting from one place to another, few, if any, do not also possess a motorcar or on occasion have to make use of four-wheeled transport to get around. Wives and other family members usually have to rely on transport capable of conveying more than two people at a time. With this thought in mind, the following advice comes highly recommended.

1. Always lock your doors, both when you're away from your car and whilst driving.
2. Travel with your tank at least half full so that you lower the risk of running out of fuel.
3. Park under a light in a shopping centre parking area or on the street.
4. Approach your car from an angle, allowing you to check around an underneath it for waiting assailants
5. Check the inside of your car before unlocking the door. Someone may have broken in or used a duplicate key and may be waiting for you **inside**.
6. Tell someone at home your estimated time of arrival so that if you're later than planned, he or she can check your route or alert the authorities.
7. Plan alternative routes in case of traffic or weather disruptions. Try these routes in daylight if possible so that the alternative won't be along unfamiliar neighbourhoods.
8. Drive in the centre lane where possible, avoiding the outside or shoulder lanes where trouble can occur more easily.
9. Listen to your radio for traffic disruptions.
10. Use your flashers at the first sign of trouble, even whilst still driving in the traffic lanes.
11. Use a handkerchief, activate your flashers or employ some other means to alert traffic if you should become disabled, and remember to raise the vehicle's bonnet to signal trouble.
12. Remain in your car with the windows closed until a wrecker, police car or other safety vehicle arrives to render assistance.
13. Maintain your car properly and keep it in good running condition. Check petrol, transmission, brake and wiper fluid, engine oil, and battery water frequently. Ensure that windscreen wiper blades and headlights are in proper working condition, that heating and defrosting systems are functioning for keeping windows clear and

ensure that tyres always have sufficient tread left to provide suitable traction on slippery surfaces.

14. Never drive with any of the windows more than half-way open. This makes it difficult for a troublemaker to gain access to the door lock buttons inside the vehicle or grab the ignition key. As a half-open window is more resilient in its channels than one fully closed, smashing the glass with a spark plug or similar tool is made more difficult.
15. Above all, be alert at all times and remember that night time driving can harbour a multitude of threats, all or any of which can pose a serious threat to yourself and your loved ones.

Why, When, Where, How, Aftermath and Remedy?

(Henri Heyns)

The above five questions have a bearing on the violence in the streets today but may appear quizzical to readers of Spoke 'n Piston as the subject ostensibly has no direct bearing on motorcycles or motorcycling. Or has it?

No one is safe from what appears to be a favourite pastime of an unruly element in our society nowadays – that of attacking people wherever and whenever the opportunity presents itself and robbing them of their valuables. They often have no regard whatsoever for injuries and/or damage sustained by the victim and his/her possessions in the process, with sometimes even loss of life not being totally excluded.

Why?

There may be a hundred reasons for these wanton crimes being committed throughout our country every day and night, making this a difficult question to answer. Could it be hunger, poverty, jealousy, greed, a sense of adventure, intoxication, youthful irresponsibility, wanting to get even for real or imagined misdemeanours towards them, whatever?

Answers to this perplexing problem are not likely to come to hand easily and had perhaps better be left in the hands of an experienced sociologist or criminologist.

When?

The case in point is that a little while ago, fairly late one evening. Dillon, son of Bruce and Wendy

Meyers, was returning from a visit to friends on his C1 BMW motorcycle.

Where?

Right at the motor gate to his parent's house in Queen Wilhelmina Street, Nieuw Muckleneuk.

How?

Upon approaching his father's house, Dillon noticed two men walking on the pavement in the same direction. He thought nothing of it, turned into the driveway and came to a stop, waiting for the push button-activated electric gate to open. This of course takes a little time. Meanwhile the two men had reached him where he was sitting on the bike. Dillon was wearing riding pants with side pockets. Without a word they caught hold of him, one on either side of the C1 and proceeded to rifle his pockets, relieving him of his wallet and other articles in the process.

Those readers familiar with the C1 will know that due to the floorboard of the machine, the rider is not able to get a firm grip on the road with both feet. Consequently, in the ensuing struggle the C1 fell onto its side, pinning Dillon to the sidewalk and breaking his ankle in the process.

Aftermath?

Fortunately Dillon is well on the road to recovery from the shock of the occurrence and the injury. It was a nasty and painful experience but, had the circumstances been different, could have turned out much worse.

Remedy?

Do not take anything for granted. Pedestrians on a pavement may be what they seem or may not be, especially late at night. With such a scenario it would perhaps be more prudent to circle around the block, thereby ensuring that there is no one at the motor gate upon arrival. Another possible action could be to stop on the road, some distance away, waiting until passers-by have moved beyond the gate before proceeding.

We are very sorry to hear about your mishap Dillon. S`n P and all its readers wish you a speedy and complete recovery. Do carry on riding but remember the adage that diligence is the mother of all wisdom!

Obituary



18 October 1968 – 21 February 2007

It is with extreme regret that Spoke `n Piston has to announce the untimely death, on 21 February in a motorcycle accident, of Sean Brotherton, aged thirty eight years, in life the National Motorcycle Sales Manager of BMW in South Africa.

This was the message read at his funeral:

“The greatest leaders of the world all had one thing in common: They demonstrated love. They had the ability to speak little but to exude a godly love. They demonstrated it by understanding people, listening to people, and mostly giving to people. People followed them as they desired to be led by men with this characteristic. Jesus, Gandhi, Buddha, and Mother Theresa to name a few, shared this trait. Sean had this quality in life. He was consistent, stood by his values and planned his dreams. Today bears testimony to this fact, as you are the friends whom he touched. However, Sean would never have admitted to possessing this quality. For that he was too humble. He lived with a servant`s heart. This is one of the foremost leadership characteristics. We honour your character Seanie.”

The Club's heartfelt sympathy goes out to Sybil Vermeulen, Patrick, Shannon and Leyton Brotherton, other relatives, business associates and friends with their sad loss.

Writer Maurice Maeterlinck spoke a true word in 1898 when he proclaimed: “When we lose the one we love, our bitterest tears are often called forth by the memory of hours when we loved not enough.”

Tweewielridders van die Grootpad.

(Henri Heyns)

Saterdagoggende staan meeste BMW motorfiets-geesdriftiges in Pretoria se koppe in die rigting van Eric se Plek aan die walle van die Apiesrivier in die stad. Daar by Bavarian Motorcycles word, te midde van koffie en beskuitjies, gesels, onderdele aangeskaf, na nuwe modelle gekyk, proefritte onderneem, ervarings uitgeruil en sommer net lekker gekuier onder die tweewiel broers en susters van die grootpad.

So nou en dan kom daar iemand aan op 'n ysterperd wat die aandag trek. Dit was die geval met Wynand Prinsloo van Waverley wat op 'n pragtige 1971 BMW K1 'n swierige draai in die werf kom maak het. Die skitterblink rooi en geel motorfiets, die resultaat van 'n onlangse oorspuiting, soos ons later uitgevind het, het vaartbelynde kontoerlyne in die briljante sonlig afgeëts wat geensins teen fietse van latere oorsprong afgesteek het nie.

'n Paar van ons het nadergestap om hierdie pragstuk te beskou. "Behoort seker aan 'n ou wat nie meer as 'n paar dosyn kilometers per jaar aflê nie", brom een van die nuuskieriges langs my. "Hierdie fiets is so goed soos nuut". "Nie so nie menere" het die ryer met trots geantwoord. "Hy behoort aan my seun Garth wat hom onlangs aangeskaf het. Hierdie fiets is meesal in Europa gebruik en het al twee-honderd-duisend kilometers agter die rug." Met kamera in die hand stap ek om die BMW om na die afstandmeter te kyk. (Terloops iets wat ek 'n hekel aan die moderne motorfietse het, is die feit dat die afstandmeter net werk as die fiets aangeskakel is.) Eerlikwaar staan die amper 200 000 syfer my toe in die gesig. Ongelooflik maar waar!



Die outeur (regs) staan hier langs Wynand Prinsloo by die pragtige K1 BMW. Die 200 000 km afgelê sonder dat die enjin oopgemaak is, is bewys van BMW se uitmuntende kwaliteit en duursaamheid. Hoe sal ons fietse lyk na 36 jaar en 200 000 km? Baie geluk julle! Ons is jaloers! Ry mooi en kom veilig aan.

Dit blyk toe dat Garth Prinsloo die fiets bietjie meer as 'n jaar gelede teen R26 000 aangeskaf het. (Die fiets se aankoopprys nuut was R46 000.) Die enjin is nog onaangeraak, terwyl behalwe die nuwe verflaag, die ewenaar- en dryfaslaers al vervang moes word. Verder loop hierdie BMW nog soos 'n droom en is hy gedurig die trekkrag van menige pare oë wat hom met afguns bejeen.

Nadat Wynand vertrek het, het die manne nog 'n geruime tyd gestaan en gesels oor, natuurlik, motorfietse en motorfietsryers. Snaakse ding egter is dat as hierdie gogga jou eers gebyt het, raak jy nie sommer daarvan ontslae nie!



Die onbetwisbare bewys dat hierdie K1 wel die afstand afgelê het. Is daar enigiemand wat wil bereken hoeveel keer die wiele moes gedraai het om so 'n afstand af te lê?

Priest's car passeth all understanding

(From a news item in the Pretoria News)

In Lisbon a Portuguese group campaigning for safe roads has asked the Vatican to ensure that a priest who owns a souped-up Ford Fiesta "resists the temptations of speed".

Father Antonio Rodriques, Portugal's only owner of a 112 kW Ford Fiesta 2000 ST, has boasted of his car's rapid acceleration to 210 km/h and "thanked God" for never having been fined, the Association of Motorist Citizens said in a letter to the pope.

"I am no speed freak", the *Correio de Manha* newspaper quoted Rodriques as saying. "I drive with prudence."

The letter to the pope said: "We ask Your Holiness to help this unfortunate priest to ponder the gravity of his acts and the immodesty of his words and to resist the temptations of speed and boasting".

Editor's comment: I wonder what the group would say if BMW were to be persuaded to hand the priest a K1200 R on which to fulfil his daily chores. That would surely be something for them to get upset about!

Aitsa vir amper Onderstebo!

(Henri Heyns)



Die persoon wat hier op die foto verskyn is aan al ons klublede bekend. `n Bedrewe kunstenaar op BMW motorfiets, vernameklik die vinnige soort, neem hy deel aan al die belangrikste wedrenne in die omtrek. Hy het `n passie vir BMWs en het al menige louere weggedra vir in die eerste drie te wees oor die wenstreep, soos menige geesdriftige toeskouer by die Swartkops- en ander resiesbane sal kan getuig.

Die vraag sal waarskynlik by die leser opkom van waarom hy dan so `n toertjie op `n Suzuki motorfiets, soos wat in die foto verskyn, moes onderneem. Die antwoord hierop is tweërlei. Eerstens, alhoewel hulle nie daarvoor gemaak is nie, sou sekere BMW's maklik tot `n *wheelie* in staat wees, maar wie wil dit nou op `n gesofistikeerde masjien soos `n BMW doen?

Die tweede antwoord is dat ons ryer per ongeluk in hierdie posisie beland het. Sy beplande *wheelie* was nooit bedoel om so radikaal te wees nie, maar `n glipsie het daartoe bygedra dat die fiets verder agtertoe oorgeleun het as wat hy beplan het.

Maar laat hy self vertel: "My ryding was `n Suzuki DRZ 400E. Dit was Sondagoggend en `n rymaat, Martin van Rensburg, en ek het so bietjie op `n stillerige pad gaan ontspan op ons motorfiets. Ek is gewoon daaraan om *wheelie*-passies uit te voer en het op die Suzie se knoppie gedruk. Hierdie fietsie se enjin ontwikkel baie krag en was dit dus geen moeite om in derde rat die voorwiel van die teerpad af gelig te kry nie. Per ongeluk egter, miskien omdat ek nie die motorfiets gewoond is nie, het my voet vierde rat gehaak en het die fiets gevaarlik na aan die vertikaal beweeg wat dan agteroor sou kon omslaan met heelwaarskynlik ernstige gevolge. `n Tikkie met my

regtervoet op die rem het egter die beweging gestuit en dit was net toe my rymaat met sy rolprentkamera die foto geneem het."

Selversekerd het ons jaagduiwel verklaar dat hy nie geskrik het toe die fiets amper loodreg gelig het nie. "Ek doen gereeld *wheelies* wanneer ek kan en my reaksie was doodgewoon. Ek sou hierdie toertjie egter nie aanbeveel vir ryers wat nie hiervoor ingeef is nie. Die teerpad is `n harde leermeester vir diegene wat nie weet wat hulle doen nie," het hy laggend toegevoeg.

Op my vraag waar die maat dan gestaan het om so `n uitmuntende foto te kon geneem het, sê hy toe dat die kamera op sy (die maat se) valhelm gemonteer was en dat hy heeltyd al die verrigtinge op rolfilm vasgelê het. Nou toe nou!

Wie dan is hierdie waaghals wat sulke asemrowende toertjies uithaal? Daar is net een persoon, by Bavarian Motorcycles in die Verkope-afdeling werksaam wat ooit so iets sou probeer: Braam Smit, die Verkoopsbestuurder natuurlik!

Met sulke kundigheid lyk ernstige motorfiets-toertjies soos kinderspeletjies. "Pas maar op" sê Braam. "Dit is nie altyd so maklik soos dit lyk nie. Kry eers die basiese vaardighede behoorlik agter die rug voordat jy met toertjies begin en moenie ooit mak word nie."

Terloops, indien enigeen belang stel om so `n kamera aan te skaf, is hulle by Bavarian Motorcycles verkrygbaar.

Wedding Bells A-Ringing!

(Henri Heyns)

Every Club member knows Nicole Bam, that attractive and helpful slender Service Adviser at Bavarian Motorcycles. Well, she had big news for us. Grant Scott, employed by CIT Motorcycles and the son of well-known Bobby, is a motorcycle enthusiast and Boxer Cup contestant. He laid eyes on Nicole a little more than a year ago and as he got to know her better, realised that she was the right girl for him to settle down with. He duly popped the question and upon receiving a firm "yes", set about making arrangements for the big day.

The happy couple are not sure exactly where they want to live in married bliss. They plan to stay in Pretoria for the time being as they have a house in Murrayfield.

By the time this newsletter reaches its readers Nicole would already be Mrs. Scott as the matrimonial knot would have been tied on Saturday 24 March.

It could not be established where the honeymoon couple would be holidaying, the venue presumably being a 'state' secret!

On behalf of all the club members Spoke 'n Piston wishes Nicole and Grant good luck and a long, happy and fruitful life together. To use an apt colloquialism: May all your problems be little ones! There is possibly also no better wish for them than that contained in a quotation by Homer: "There is nothing nobler or more admirable than when two people see eye to eye, keep house as man and wife, confounding their enemies and delighting their friends."

Demand for two-wheelers rising.

(Henri Heyns from information supplied in Beeld of 2007-03-15)

One doesn't have to be an expert to figure out why motorcycle sales are experiencing a steady increase in the RSA over the past months. Congestion, parking problems, high purchasing-, maintenance-, insurance- and running costs, high-jackings, bad roads, etc. are undoubtedly contributory to the decision to opt for two wheels instead.

AMID, the Association for Motorcycle Importers and Distributors has revealed that 4950 two-wheelers, excluding grey imports for which figures are not available, were sold during February this year. (Unfortunately Quad bikes or four-wheeled bikes – a misnomer to my way of thinking - are included in the official figures, hence my nomenclature two-wheelers to separate the men from the boys.)

It appears that smaller machines in the form of scooters and such are more popular, resulting in 589 units finding owners, an increase of 27,8% over February last year.

The second best category is road bikes, of which more than 1000 (small, large and roadster) were sold in February.

As a point of interest, Quad Bike sales are slowly losing ground in the popularity contest. In the past more than half bike sales went to this type, but has recently dwindled to something like 34% of total sales, although Quad sales for utility work such as for farming, have risen slightly. Remember though that these vehicles are not street legal and may therefore only be used on tracks and private roads.

Be considerate of others on the roads

(Henri Heyns)

The Editor of Top Bike, a prominent SA motorcycling magazine, recently made the following observation:

"It's really quite amazing, with society striving daily to eradicate hostilities rooted in racial differences, socio-economic segmentation and religious convictions, that something as insignificant as the number of wheels that you travel on should generate such acrimony between road users.

Riding to work daily, a motorcyclist quickly becomes aware of the different attitudes that car drivers have towards two-wheeled road users. The vast majority of motorists appear to be only too happy to move over and create a bit of space for motorcyclists to come past. And a courteous nod or raised hand is all they seek in return. What bliss: two- and four-wheeled road users living side by side in perfect harmony.

What is it then that makes some motorists turn ugly towards bikers? Jealousy? A birth defect? Some deep-seated, underlying Freudian manifestation? Whatever it is, it's unfounded, and bouncing up and down in their cars, gesticulating madly and popping blood vessels isn't ever going to slow my progress to my destination.

In a radio interview recently, I noticed that a fair proportion of the callers are quite anti-motorcyclists. They believe that we're rude, inconsiderate, and have little regard for the laws of the road. Of course, that's an accusation that can be thrown to and fro but where does it end?

Driving in the emergency lane, talking on cellphones, and not using indicators when changing lanes are just a few of their favourite illegal moves. Yet I choose to overlook these. Don't you think we'd all be a lot safer on the road – and certainly have a far lower incidence of road rage - if road users simply stopped taking it upon themselves to try and convict every offence they witnessed around them?

Relax, take a load off. You're ensconced in luxury, with air-conditioner and sound system to keep you comfortable and entertained. And, you did opt to take the car out of the garage this morning, when, on a bike, you could have been tucked in just behind me – and at the office in a quarter of the time it's going to take you.

It's all about choices; so make yours and live with it!"
Editor's Comment:

Wise words spoken by an esteemed colleague. Bikers are not altogether blameless, but neither are car, bus, taxi and heavy vehicle drivers. Ask yourselves: What am I doing positively to make the roads safer today and do I recognise an act of courtesy when I see one? H.H.

Official Club Activities Calendar 2007

| Date | Route /Destination | Dist. | Contact Persons |
|----------------|----------------------------|-------|--------------------------|
| 4 March | Cradle of Mankind | 200 | Colin King |
| 10-25 March | Cape Extreme/Buffalo Rally | 4000 | Richard Hussey |
| 30 March | AGM/ Club Social | | |
| 1 April | GS Training/Cosmos | 100 | Pieter de Koker |
| 6-9 April | Ivory Run/GS Overland | 1500 | R.Jordaan/Rupert/Adriaan |
| 21 April-1 May | Paternoster/ABBG GS Run | 4000 | Pieter/Colin |
| 27 April-1 May | ABBG Victoria West | 3000 | Richard Hussey |
| 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

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.

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.”