



# SPOKE & PISTON

BMW CLUB PRETORIA

VOLUME 12 NO 4 JULY/AUGUST 2007

## INSIDE

LESSONS LEARNT IN AFRICA	2
ACCIDENT PRONENESS	2
NUUS UIT NIEU-SEELAND	3
3-IN-1 TOUR 24 HOUR RIDE	4, 5
A R1200RT'S TALE	6
ARE QUADS REALLY MOTORCYCLES?	7
COOLING SYSTEMS	7

## FROM THE COMMITTEE

The worst of winter seems to be behind us and we are eagerly awaiting spring. Apart from the warmer weather, the Club has a lot to look forward to in the coming month or two. The clubhouse has been repainted, courtesy of Bavarian Motorcycles. Plans for a staircase and balcony on the northern side of the clubhouse are in an advanced stage and we might be having a refreshment on the balcony by the time the next issue of the S&P is published.

We have started a "Wall of Fame" where Club members can "buy" a space for a picture of themselves and their motorcycles. The proceeds of this initiative will go towards charity and I would like to request you to help, not only in giving our clubhouse some character, but also making a difference in some child's life. A new range of regalia is planned and it looks fabulous.

A MX-shirt, T-shirt, ladies' shirt and fleece jacket are planned. The MX-shirt will be available during August.

On the events side, the winter chill-out run saw 22 Club members and 17 motorcycles taking on some of the colder areas of our country during a very cold spell. The trip was a huge success and many new friendships were formed next to the fireplace. The Sunday run in July saw a record number of GS riders participating. The interest in GS riding within South Africa is really taking off. With BMW's acquisition of Husqvarna Motorcycles, it seems that the Club might get an Off-road group to complement the current Road and GS groups. We have the Club's first visit to Botswana and the Victoria Falls during August, while the Natal Meander and GS Challenge in September should offer more lovely riding. Greetings, Pieter.

## MEMBERS

Visit our website  
[www.bmwclubs.co.za](http://www.bmwclubs.co.za)

- BE VISIBLE
- BE SAFE
- BMW

### WINTER CHILL-OUT RIDE TO NATAL SPA

12 bikes left on the Friday morning — misty and cold. 5 bikes joined later at Natal Spa on the Saturday — 22 people in all. At all times, there and back, the daytime temperature was hardly ever above 13°C — a real winter chill ride that was enjoyed by all. Thanks to Renier, Dave and Dorothy!



## Spoke 'n Piston: New Look Elicits Enthusiastic Response

Henri Heyns

What is a magazine editor's worst fear? No, it isn't not being read or being fired, but that changes in his publication, be it in the form of content or layout, may not be noticed by readers who have become so used to the same sort of thing month after month that the possibility of innovation is the furthest from their minds. What attracts attention is a total departure from the old and the adoption of a new style which immediately catches the eye. This we have tried to do and *voilà*, the change was noticed and reacted upon. For us, at the helm of things, a new day dawned when two readers, observing the change, came forward with much appreciated comment.

Here is what they said:

*"Well done to all those for the wonderful new Spoke and Piston. Very professional. A great reflection of a wonderful club. Well done guys!"*

*"Splendid Job. I think both Dani du Preez and Oom Henri Heyns should be congratulated. They managed to throw the old and the new in a blender and came up with a very good product. Keep it up guys. I'm already looking forward to the next issue!"*

Thank you, readers of S `n P. Please come back to us with suggestions, comments, stories, anecdotes, pictures and what have you. Publication is unfortunately not guaranteed, but we'll try our level best to accommodate you.

## Lessons learnt from a trip into Africa

Eric Teixeira

In the last edition of Spoke 'n Piston, our fellow traveller and lady correspondent Sheelagh Hansen, in *The Big Five* article, gave a vivid account of 12 days into the innards of southern Africa, highlighting the pleasures and woes that we experienced.

Northern Mozambique was a hot 40° C.  
Carry two litres water per person per day

Needless to say, all of us having already done a long distance trip into the wilderness, or aspiring to do so, will have read the account with interest and perhaps particularly concentrated on the mishaps that had befallen us *en route* in order to prevent similar problems from taking place.

I have been asked to be a little more explicit as regards our problems and to recommend remedial measures that would prevent, or at least lighten the burden of similar experiences occurring.

### Musts

- **Take two compressors along:** Make sure you have a back-up compressor with you. We only had one and that was damaged in a fall.

- **Inner tubes:** Take a set of inner tubes – easier than taking spare tyres with you.

- **Dirt roads:** Do not plan more than 300 kms per day on dirt/sand roads.

- **Water:** Carry enough water with you at all times – The temperature was over 40° C in some parts and some participants became dehydrated.

- **Temperature:** Travel preferably during May, June and July to avoid high temperatures in the southern parts of Africa.

- **Tyre Pressures:** Do not hesitate to reduce tyre pressures when soft sand is encountered.

- **Protective Clothing:** Always wear full protective clothing at all times. It does get hot, sometimes almost unbearably so, but remember the saying that it is always better to sweat than to bleed.

- **Preserve your bike:** Africa is not the place to experiment with your driving skills. Rather take the easy route, even if it is much farther. Short-cuts off the main routes are normally desolate with no help along the way, and due to the terrain, increasing the risk of accidents.

- **Fuel:** Make sure that you calculate your refuelling stops accurately. Black market fuel can be expensive (if you can get it) and of bad quality.

- **Tent:** Take a tent/sleeping bag

with you in case accommodation is unavailable, or you break down somewhere.

- **Essential Spare Parts:** Carry a small amount of spare parts. We used one headlight globe, one rear flicker unit, GS windscreen clips, one spark plug and coil, and a tyre valve.

- **Straps:** Carry lots of straps with which to secure panniers, top boxes, etc. We used twelve. Make sure each rider carries at least four with him.

**Must notes**

- **Overloading:** Do not overload your panniers. Stick to the recommended limits, especially if you're going to travel on rough dirt roads.

- **Speed:** Keep to the speed limits to avoid hefty fines, corrupt officials and stray animals.

### General Impressions:

- People in Africa are friendly, especially in Zambia and Malawi.

- Roads were in good condition and the trip can be done on road bikes as well.

- Good accommodation and food are available along the route, e.g. Nando's in Lilongwe, Rhapsody's in Livingstone and Lusaka, Ocean Basket in Livingstone.

## Accident-Proneness – Fact or Fancy?

Henri Heyns From a news item in the Times, London

Accident proneness is defined as a person being involved in accidents at a rate higher than normal. Being accident-prone is just as much a character trait as having a head for heights, according to a study.

"The distribution of accidents among individuals is not based on a chance distribution," researchers have concluded. "One can thus calculate that an accident-prone group exists."

Medical researchers from the Netherlands calculated that one in every 29 people is 50% more likely to have an accident than the other 28. The conclusions were reached after the researchers analysed data collected in 79 different studies on 147 000 people in 15 countries. The study, published in the journal *Accident Analysis & Prevention*, is the first to quantify being accident-prone and

offers formal proof of its existence. Researchers defined accident-proneness as "the tendency of an individual to experience more accidents than otherwise identical individuals due to stable personality characteristics".

*They found that boys are more accident-prone than girls, and that "accident-prone children may be accident-prone lifelong.*

Ek's die Krugersdorp polisieman wat so baie koffie by Bavarian gedrink het - 1150 Adventure. Ons lees nog gereeld die Spoke 'n Piston en het besluit om maar so bietjie 'n ietsie van ons ervarings te deel.

My 1150GS Adventure het al die pad oor die groot waters saamgekom vanaf S.A. Ek was sommer dieselfde dag daar wat Doeane die krat oopgemaak het, net om seker te maak alles is nog heel en dat sy darem nog staande is :)

*Wat 'n wonderlike gevoel om na soveel maande op daardie sitplek te klim en die oor te draai om haar huis toe te neem. Die kyke op pad huis toe - dit het my hart laat swel van trots. Daar is baie min Adventures in Nieu-Seeland en tot baie onlangs was myne die enigste in ons streek.*

Alhoewel die spoedgrens 100km/u op die snelweg is en 50km/u in woongebiede, kom mens dit nie eens agter nie. Die paaie is so ontwerp (baie "twisties") dat jy glad nie kan waag om teen 160km/u te ry nie. Die motorfietsgemeenskap in Nieu-Seeland is ook so gedissiplineerd dat ander motorfietsryers nie verbygaan binne draaie nie, ook nie op geel strepe aan die linkerkant teen die spoed van lig ry nie en hulle raak gou ongelukkig as iemand se gedrag die motorfietsgemeenskap in 'n swak lig stel. Almal deel daardie gemeenskaplike gevoel van motorfiets-entoesiasme en respek vir hulle masjien. Die georganiseerde 'rallies' word nie geken aan 'donuts', 'wheelies' en dronkbestuur nie, want jou motorfiets word onmiddellik vir 28 dae gekonfiskeer met 'n boete asook punte wat van jou bestuurslisensie afgetrek word. Die 'rallies' is nog steeds vol pret – gesonde, volwasse pret met mense wat respek toon vir mekaar en hulle motorfiets en dus kry die 'rallies' baie groot aftrek.

'n Groot dankie ook aan Jan van Country Trax - die kursusse het my voorwaar die ervaring gebied om vir die Kiwis 'n paar dinge te wys oor 'off-road' en hoe om die maksimum genot daaruit te put. Ek het vir 'n paar BMW-lede die DVD's van Jan se kursusse gewys en hulle was stomgeslaan en totaal oorweldig deur die krag van die masjiene!

Groetnis en "stay on two wheels"!

Tharon & Irene



*Ek sê hartlik dank aan my goeie vriende vir die interessante briefie wat ek van hulle ontvang het. Dit klink my Nieu-Seeland is 'n ware paradys vir motorfietsryers en dus die moeite werd vir die meer-avontuurlustiges onder ons om daardie eiland te besoek op 'n motorfietsstoer!*

*Ongelukkig het ek nie Tharon se van en E-posadres beskikbaar nie. Diegene wat met hom kontak wil maak kan gerus vir eers van sy posbusnommer gebruik maak. H.H.*

PO Box 359, Mosgiel, Dunedin 9053, New Zealand.

## 'N EPIESE TOER

**Vier manne met hulle BMW GS Adventures het einde Maart 5 575 km afgelê op wat hulle noem 'n epiese toer deur Botswana, die Caprivi en die Noordelike dele van Namibië. Izak Geldenhuys sê sy kop begin werk aan 'n volgende toer. Miskien Zanzibar of Malawi of selfs Angola en die suidelike dele van die Kongo?**

Die lede van die groep: (vlnr)

<i>Etienne van der Stock</i>	Rekenaarfundi en storieverteller;
<i>Willem Germishuys</i>	Narkotiseur en meganikus;
<i>Danie von Reiche</i>	Senior burger, prokureur en beginner;
<i>Izak Geldenhuys</i>	Toerleier, gids, advokaat en skilder.



## THE 3-IN-1 TOUR

PETER KIRCHNER

*We travelled over 2600km in under 24 hours, visited all 9 Provinces and hopefully earned us an Iron Butt at the same time.*

Our biggest concern would be the expected fatigue. Riding a motorbike under less than optimal conditions and being fatigued on top of that could be very hazardous.

"Wanna go for a beer?" Ronny asked.

"Now? ..... really?"

I could see the relief in his eyes as I declined politely. But why? I love my beer, and I like Ronald, too. Why then did I decline?

### The reason was twofold:

Firstly it was 00:15 Sunday morning, we were at the Engen Garage on the Hans Strydom and Lynnwood Road crossing in Pretoria, and secondly we had been riding our bikes for the past 24 hours - non stop.

But what was it with the 24 hours riding and who is Ronny? Ronny is the kind of guy that all of us owning a motorbike, will come across some or other time in our life.

He came to see me in my veterinary practice years ago and we developed a very healthy business relationship. With the launch of the new BMW 1200 Adventure last year, we met again, this time the setting was the floor of a BMW dealership.

"Hi Peter, what are you doing here?" Turns out he had already placed an order for the bike and was just as surprised to find out that I ride a motorbike.

"We should get together and do a ride some time", I remember one of us saying as we parted. I left it at that.

We did hook up for a weekend trip all along the Vaal River last year and continued on our "4 corners of South Africa tour" later the same year.

Me? I'm Peter. I always have this urge of finding out where my limits are. Not surprisingly then that the thought of a 24 hour ride would come up and grab hold of me sooner or later.

Could I maintain an average of 100km/h for 24 hours? These questions stayed with me for some time now and eventually grew into a real desire.

So then, when I thought about this 24 - hour trip and who would be most suited to join me, I thought of Ronald. No persuasion needed, he was in.

We decided on just the two of us, because we reckoned it would be faster going, the smaller the group. Not knowing about the cold front, the weekend was decided and everything arranged.

Ronny organised with Roger at Bavarian Motorcycles to have a pre ride bike check and oil change and they were very helpful and accommodating to our needs.

Pauli Massyn from GPS 4 Africa helped with a new Zumo 550, loaded the route and music and was very supportive with his encouraging attitude.

**Ronny Davidson and Peter Kirchner** did a trip of 2637km in 24 hours - they've been through all 9 Provinces in one day . . .

*Not recommended for the average rider!*

The Garmin Zumo with the MP3 player was a great help to keep them awake.

Well done guys!



After careful planning and many changes, our strategy would be as follows:

The bikes would be our own, BMW 1200 Adventures, packed light but include snacks, drinks and proper food. Warm clothing was essential.

I decided on Bioplus to keep me awake, coffee would take too long to make or order *en route*.

We would leave at midnight, as to break the night riding into two equal sections, head out and stop briefly every hour (such was the plan). With our 33 l tank we estimated a fuel stop every 400km. That would be the time to eat and drink, rest a bit longer and do the bathroom trip etc.

We decided on the N12 South all the way to Victoria West, cut across the southern Free State to Ladysmith and head up North again on the N11.

The route would include all 9 Provinces as done recently by friends and mentors Mike and Gavin et al.

We also thought about the direction of our intended loop: Being both Friday and Saturday nights we thought of which night section would be safer in terms of drunk motorists. We decided on an anti-clockwise direction.

Finally we decided to make it a 3-in-one trip by trying to obtain our **Iron Butt** accreditation. Mr. Fourie from Bike S.A magazine helped me in finding the right website and setting us up for the necessary logistics and record keeping. Thank you for that, indeed.

So here we were. We met at 23:45 Friday night. The N1 South was busy, even at this late hour. The trick is to stay focused on one thing only: Scan the road from left to right, right to left, top to bottom, bottom to top, forwards and backwards, looking all the time for the all familiar retinal

## "HOW FAR CAN I GO ON A BIKE IN 24 HOURS?"

## 3-IN-1 TOUR

reflection of some animal's eyes, or worse even, the silhouette of some lost pedestrian on the road. This is concentration in its purest form; can't afford to slip up for just a second.

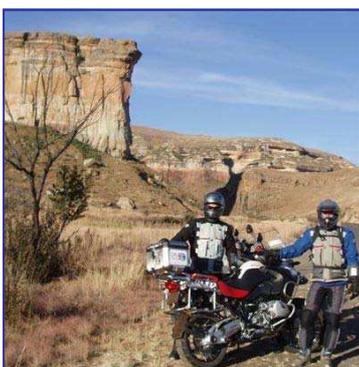
Yes, there were stray animals, a few in fact, but the brakes on the bikes are very good, so not once did we have a nail-biting situation, luckily.

The intended 1 hour stops didn't take place as we got into a steady rhythm. First stop was in Klerksdorp. Second stop was Kimberley at 04:22. We stopped, filled up and ordered coffee as it was becoming unbearably cold. The thermometer showed sub-zero temperatures and by the way, it was the first time we saw the little snow flake sign on the clock as to warn us against possible frozen road surfaces; these German engineers have thought of everything haven't they? Britstown followed. Still minus 4°C, heated grips on full blast, visors freezing up on the inside due to the moist exhaled air, it was quite something.

*I remember the Petrol attendant in Britstown covered in a thick jersey, coat, scarf and beanie shouting in his peculiar dialect as he got out of his heated cabin: 'Djulle gat dit nie hou nie, djulle gat dit nie hou nie!' I was just shivering all over – I couldn't reply to anything.*

The sun came up over the Karoo. Graaff Reinet was beautiful with snow on the Sneeuberge. It was the first time I saw snow in South Africa, never had the privilege of seeing that before. Steynsburg was our lunch stop.

We hit the **1000 mile mark** just outside Middelburg (Eastern Cape). It was the first of the anticipated three milestones of this trip.



*The passes through Golden Gate and up to Clarens are a bikers' heaven, but I couldn't enjoy them as usual as the worn-off shape of the tyre made cornering very unpredictable.*

In Ladybrand, I remember noticing that the tread on our rear tyres was fading fast, very fast. We didn't have new ones fitted as we only had about 5000km on, when we left Pretoria. It would become a huge worry eventually.

I would lean over normally until I hit the edge of the flat worn off section when the bike would then suddenly lean over very quickly and excessively, forcing me to straighten her up again. This went on and on in every corner. Having ridden for almost 15 hours by then didn't help either.

We reached Middelburg in Mpumalanga at 21:00. Again we rested and ate some more.

The cold was setting in again, which meant balaclavas and thick gloves on again.

*As we filled up, Ronny noticed his rear tyre was run right down onto the steel belt.*



We now had to improvise on our strategy. We would be out of cell phone coverage at places, so if his tyre would not last, what then? We finally decided to deflate the tyre a bit, and slow down the pace.

For the next 300 km we travelled at what felt like a snail's pace. We stopped at the Caltex Garage next to the highway at the turn-off towards Warmbaths to have our documents signed (as regulated by the Iron Butt's rules and regulations). I sent Ronny on his way home, me doing the paperwork as we only had 45 minutes left to complete our trip. I urged him to take a chance and speed up as not to miss our **24 hour deadline**. I would then catch up with him, which I eventually did, just as we turned off the N1 onto the N4 towards Witbank.

The last few kilometers we rode side by side, standing up on our bikes, as we turned into the Engen Garage, our point of arrival. Again we urged the petrol attendant to fill up some odd liters this time only and swipe our cards. The time was 23:55.

We sank into each other's arms in total disbelief, took photos and swore: Never again! What started as an idea turned out to be one of our most successful journeys as yet.

All that needs to be said is that we are very proud of our motorbikes. These bikes have been ridden and evaluated by many professional riders with varying opinions.

The riding position is as comfortable as it gets, the fairing protects against the elements, the long range on a tank of petrol, the handling, safety features such as heated grips and spot lights, all just make these bikes an all-time great.

Oh yes, the beers! We have already caught up and planned our next ride.

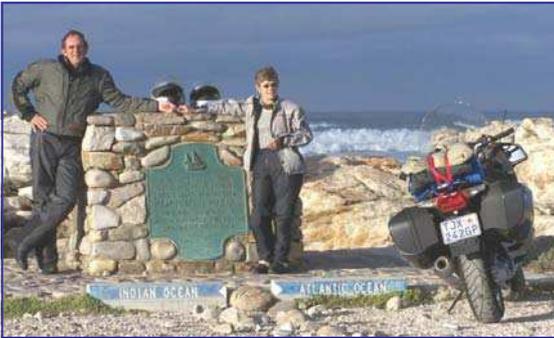
We were thinking about visiting the capitals of all 9 Provinces, in a loop - off-road this time,

AND IN SUMMER!!!

## The Maree's R1200RT tale ..

**Johan and Trudie Maree** are not rally people and therefore decided to enjoy the BMW Annual Gathering in Victoria West during the long weekend of 27 April to 2 May for one evening only and then to move on early the next morning.

Share some of the experiences in this abbreviated version of their trip:



*Their route:*  
Kimberley,  
Victoria West,  
Laingsburg,  
L'Agulhas,  
Uniondale,  
Colesberg,  
home to Hillrise,  
Kempton Park.

### Crosswinds

"On the way to Britstown the crosswinds over the Karoo were so strong we had to decrease speed for safety. Other bikes had at times ridden as slow as 80km/h to stay upright. It was reported that a fellow rider on his way to the Challenge somewhere near Philipstown on a 1200GS was blown off the road and fatally injured.

The RT was apparently designed to steer into a crosswind. You can feel it clearly when the bike leans into the wind without any influence on the line of travel. During the experience you as the rider (and pillion) can feel the thrust of the wind against your body, but the bike is not pushed at all. Incredibly effective aerodynamic design!"

*They travelled 3514km  
at a moving average of 95.9km/h over 36h 38min.  
Average fuel consumption was 6.2L/100km.*

### Snacks and Communication

"We are honoured to have communication between us by way of Bluetooth cell phone kits fitted in the helmets that also serve as intercom without using a cell phone line, only Bluetooth. This chattering between us keeps Trudie awake. She is a nature freak and sees anything that moves, which is then communicated to me. Some guys say they do not want to

communicate with their wives during a ride, being the only time there is silence. Well, this is a matter of opinion.

During our rides we saw, blesbok, giraffe, *sheep*, kudu, duiker, *sheep*, cattle, springbok, blue crane, *sheep*, bontebok, blouwildebees, zebra, eland and *sheep*.

### Cricket memorial.

"A memorial next to the road in a ditch as part of the road reserve between Graaff-Reinet and Middelburg (S32 05.351 E24 36.193) caught my eye. At first I couldn't believe my eyes and pulled off the road only about 2km afterwards to make a U-turn. Trudie



asked what the matter was and I was reluctant to tell her my story for it may have been another "*Lady of Uniondale*". But no, there it was. These cross-memorials which we see so often next to our roads where people lost their lives in accidents are common sites lately.

*But this one is different.*

*Crafted delicately and with obvious endless love for the victim are cricket wickets complete with bails, turned on a lathe. The bat that is positioned diagonally across the wickets is made of sheet metal and tube for the handle. All galvanised and painted white. This memorial must be there for quite a while now as the paint is weathered and peeling.*

Was the victim a cricket supporter on his way home from a game, or a player with special talent? Was he a biker? Was he a he? No dates or names though. The paint may blister & fade but the memory and love will last for ever...

## CORNY CRACK OF THE MONTH

A down-and-outer rang the gate bell at the home of a well-off businessman to ask for sustenance to keep him going for a day or two. The owner looked him up and down and said: "You look fit and strong to me. I'll tell you what. If you paint the porch alongside the house for me, which shouldn't take more than an hour, I'll give you fifty Rand." The beggar agreed, was let in and handed a bucket of green paint and a brush. "Carry on so long, I'll be with you now," the owner said. Of course, being in business, the owner spent more time receiving faxes and making phone calls than he anticipated.

The beggar was back after about half an hour, job completed. Upon handing over the fifty Rand the owner asked: "How did it go?" "Fine," replied the beggar. "I had no problems with the paint job. But about one thing you're wrong though. It's not a Porsche but a Lamborghini.

## ARE QUADS REALLY MOTORCYCLES?

Henri Heyns

*Motorcycle sales growth is close to a standstill* claims a news item, in bold lettering, in the business report supplement of a local newspaper recently. This to me, and possibly a thousand other bike enthusiast readers, is an astonishing statement because we have been led to believe that with the growing congestion on our roads, motorcycles, especially of smaller engine capacity, are proving to be a viable alternative to motorcars. What makes it even more puzzling is the caption teaser on top that reads – *Higher fuel prices are partly to blame.*

Now thoroughly perplexed by the seemingly contradictory statements, one reads on to discover a glaring yet encouraging anomaly stating that the sale of new motorcycles has risen by almost 15% to 9 894 units for the year so far.

At last the penny drops and one is pleased to discover that bike two-

wheeler sales are on the up and that the villain in the piece, so to speak, is Quadrucycles, commonly known in its abbreviated form as Quads.

As most people know, Quads are handle bar-steered four-wheeled motorised rough terrain vehicles popular with farmers, off-road enthusiasts and people having and perhaps wanting to be in the bundu. They do not have to comply with the provisions of local, provincial or national motor vehicle legislation requirements, are therefore not registered and as such are not street legal. This means that using them on public roads is prohibited.

*The question I would like to ask is why these vehicles are called motorcycles.*

This misnomer can lead to confusion as was pointed out above. All right, people will argue that because the driver sits astride the vehicle, uses handle bars for its control, is seated above the power plant, has a hand-controlled

accelerator and clutch, and so on, it resembles a motorcycle, hence the name.

Despite the above, I would like to suggest that the nomenclature for this type of vehicle is incorrect, and could lead to confusion, as the sales statistics mentioned above indicate. For readers who for some reason or other cannot or do not wish to read through the entire newspaper report, the misleading caption can and in the above connection does create an incomplete if not incorrect statement of fact.

I raise my voice in protest to this distortion and strongly suggest that the name Quadrucycle, or its abbreviated form be retained to represent a type of its own.

*A Quad in my mind is definitely not a motorcycle and never will be.*

**Is there perhaps an imaginative reader who could come up with a suitable way around this dilemma?**

## COOLING SYSTEMS

Henri Heyns - translated from an article in Beeld, 14<sup>th</sup> June, 2007

Quite a few bikers won't take kindly to the above caption as an interesting subject to dwell upon. Many motorcycles, such as the Boxer-engined types are of the air-cooled variety so that this article will be of no interest to them. But hold on awhile. There are a number of bikes today making use of engine liquid cooling. Frankly, some manufacturers regard air-cooled power plants as obsolete and thus not worthy of consideration in the modern idiom. Most bikers also have liquid-cooled motor cars, so it may be worth their while to also read what is being said here.

To the unenlightened, the use of certain engine coolants in radiators have the potential to cause a great deal of damage. This is stated by the Retail Motor Industry (RMI) in a short article in a newspaper recently.

The organisation's Director of Quality and Standards, Giel Steyn, says in a circular letter that such anti-freeze products can cause serious rust dam-

age to water pumps, radiators and cylinder heads.

The letter was sent out to the public explaining the misconception regarding the dilution of anti-freeze agents and their standards and giv-

Research done on nine samples of anti-freeze additives freely available all over, show that some products contain nothing more than coloured water.

ing warning of potential problems.

The anti-freeze agent with the SABS 1839 Mark should not be diluted as it already appears in diluted form. The SABS Mark 1251 is used on products that can be diluted with clean water to one of two ratios, being either 1:1 or 1:2.

The European standards with their NAP-free tag (free of nitrates, am-

monia and phosphates) causes further confusion. Some contain a substance with which to detect leaks more easily. Also, a great number of anti-freezing agents do not contain the SABS mark.

"Buy only brand-named products" says Steyn. "Be on the look-out for rust marks in your vehicle's anti-freeze and for signs of electrolysis (white spots on the surface), especially in aluminium radiators. Try to ascertain the acid content of your vehicle's anti-freeze with a vapour-density meter."

In South Africa a good anti-freeze is more effective under conditions of engine overheating. Such agents also contain a substance to protect the cooling system against rust.

"In a good anti-freeze agent the main substance – mono-ethyl glycol – should not be less than 30% and not more than 50%. This can also be measured by a vapour-density meter."

**Club evening: Every first Friday of  
the month @ 18:00**

## SHARED RIDING PLEASURE

### BMW CLUB PRETORIA

PO Box 23848 450 Vermeulen St

Innesdale Arcadia

0031 Pretoria 0083

(012) 323 4865

(012) 803 7123

Chairman: Pieter de Koker

Secretary: Lorette Janse v Rensburg

Treasurer: Colin King

E-mail: ds.dupreez@netgroup.co.za

Website: www.bmwclubs.co.za

Editor Spoke & Piston: Henri Heyns

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

### UPCOMING EVENTS

#### 3 — 12 August

Botswana and Vic Falls trip

Organiser: Colin King

082 9274897

c.dking@mweb.co.za

#### 9 September

Club ride to Parys

Breakfast at Die Koffiek in Parys

LeRoy Olivier & Colin King

#### 21 — 24 September

Natal Midlands Meander

Organiser: Dave Swart

083 419-7533

gonedown@telkomsa.net

#### 26 — 28 September

Great African GS Challenge

Calvinia Northern Cape

#### 3 — 4 November

Year end function — Ellisras

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. Detail on the Events Page.

**Spoke & Piston** also appears on our website. Visit us there with newsy bits, information on new products, what is happening on the motorcycling scene, etc. Please send articles, pictures, comments, etc. to the Editor, Spoke 'n Piston, PO Box 40422, Arcadia, 0007 or email to henrih@telkomsa.net

**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.

## Guffaw

A farmer stopped by the local mechanic shop to have his truck fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home. On the way home he stopped at the hardware store and bought a bucket and five litres of paint. He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem - how to carry his entire purchases home.

While he was scratching his head he was approached by a little old lady who told him she was lost. She asked: "Can you tell me how to get to 1603 Mockingbird Lane?"

The farmer said: "Well, as a matter of fact, my farm is very close to that house. I would walk you there but I can't carry this lot." The old lady suggested: "Why don't you put the can of paint in the bucket, carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?"

"Why thank you very much," he said and proceeded to walk the old girl home.

On the way he said: "Let's take my short cut and go down this alley. We'll be there in no time."

The little old lady looked him over cautiously then said: "I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and have your way with me?"

The farmer replied: "Holy smokes lady! I'm carrying a bucket, five litres of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do all that?"

The old lady replied: "Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens."

### RIDE TO HORNBILL LODGE 3 JUNE

A group of 33 riders joined the Club ride in June.



### CULLINAN RIDE 8 JULY



Part of the 17 GS riders who started the July Club ride — not everyone can finish every time . . .