



# SPOKE & PISTON

VOLUME 12 NO 6 NOVEMBER/DECEMBER 2007

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## FROM THE COMMITTEE

In less than a month from now all of us will hopefully be celebrating the Festive Season and taking a well deserved rest. The year has flown by and it is hard to believe that the 2007 year is nearly past.

Our year-end function took place on the 3<sup>rd</sup> of November and we had a lovely time at Machauka Lodge. The function once again proved that our club members can really co-operate to produce quality events. I would like to thank the organizers, sponsors and participants who all contributed to ensure a very successful event.

The 2008 event planning has been done and it promises to be a very interesting year. A visit to Mozambique, a train trip to the Cape, Parys rafting and a visit to Memel are just some of the trips we can look forward to.

The committee would like to wish everybody a very peaceful holiday. Please take care on the roads and make sure that you can join us for next year's riding.

Season's Greetings, Pieter

S 'n P wishes all its readers a Merry Christmas and a Wonderful and Successful New Year!!



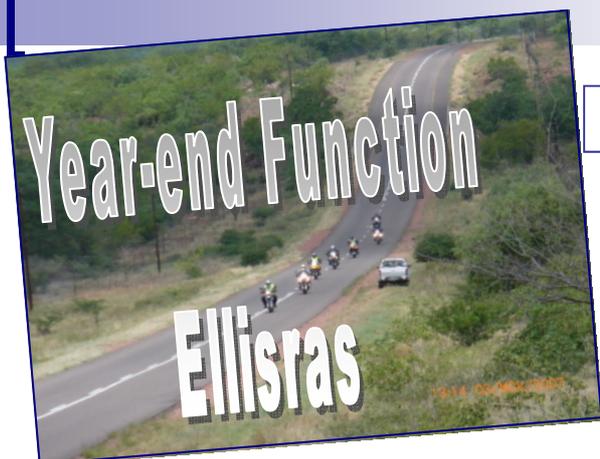
S 'n P wens al sy lesers 'n Geseënde Kersfees toe en mag 2008 baie voorspoed inhou!



Some pictures from our annual Year-End Function, held in Ellisras early in November.

More pictures on [www.bmwclubs.co.za](http://www.bmwclubs.co.za)





**The ride** started off from Pretoria in 3 different groups with around 10minutes send-off intervals. Avoiding the boring N1, we took a detour around the Roodeplaat dam, via Marble Hall and Nylstroom to Ellisras.

Close to Vaalwater, ride leaders got the message that Machauka Lodge, who traditionally set up ice cold drinks at the viewpoint 15km from Ellisras, was not ready yet. We had to hold back for 30minutes or so and decided to enjoy the mist spray on the deck of the restaurant in Vaalwater while waiting.

**Dave and Dorothy** welcomed us at the viewpoint, taking pictures from the ridge as the BMWs invaded the bushveld.

Technical problems kept the third group on the road for much longer than expected, but eventually all gathered in and around the pool at Machauka Lodge. During the evening function, awards were presented,

## FUNCTION OF THE YEAR

Once again the outing to Ellisras was a highlight on our Club's calendar.

The fun to be on our bikes and to be among friends, as well as to reward members and simply share a good time together, made it a weekend to remember!

some "tongue in the cheek" but others a little more serious, to show appreciation for the effort certain individuals make to keep the Club, fun, active and successful.

Organising Award - Dorothy Prinsloo; Minister of Communications Award - Dani Du Preez; Spice of the Year Award - Pieter de Koker.

### Sponsors, Prizes and Winners

Sponsorships - big and small - in the form of vouchers, gifts, tools and a variety of equipment, made it possible to reward many of our members. Thank you to Bavarian, Instaquote, GPS4Africa, Microsoft, Toyota, Menlyn Motorrad, Think Bike, Mobfin, Ripoff Designs, Joy Jewellers, Sunmax Marketing and Red Tape Clothing. Thank you to everyone who took part in the two raffles: Colin King won the R15000 worth shares package from Instaquote as well as the Blue tooth Scala Rider Headset; Werner Meerholz won the Blue tooth 2 way Comms Headset and André Henrico won the Zumo GPS.

Ninety-four people attended the function of which 14 were campers - all in all a very successful weekend. Thanks again to Dorothy and everyone involved for organising this event.

## HONORARY MEMBERSHIP FOR MIKE HENNESSY

HENRI HEYNS

On behalf of all the Club members, Spoke 'n Piston congratulates erst-while chairman Mike Hennessy on being awarded the status of Honorary Member of the BMW Motorcycle Club, Pretoria.

This tribute has come about as the result of his outstanding service rendered in that capacity, serving for two periods, from late 2000 until mid 2001, and again during part of 2005. The club recognises hereby his unstinting dedication towards furthering its objectives.

His unusual skills in handling this taxing portfolio during those times are still enormously appreciated.

To those who know him, Mike is a doer and not just a talker as we more often than not saw him at the forefront of biking trips all over the country and beyond. It is people such as he who, with complete dedication, despite a strenuous professional work schedule, threw himself at his leadership tasks with a flair truly becoming of a chairman in a club such as this.



Mike and his charming wife Trudi, despite their being retired, have a strenuous work programme, travelling between their interests in South Africa and France. We don't see them too often nowadays but are resigned in the knowledge that they will pop in at the Club as often as they can.

On behalf of all the members past and present, thank you Mike, for the many hours spent in the interest of this special BMW body of ladies and gentlemen. Thank you also for helping the Club over the rough edges and introducing it to an uncluttered

vision as to what it should be striving for – hence your slogan of

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

Thank you again for your hours of dedicated work on Club matters. If anyone deserves to be an honorary member, it surely must be you. Go well.

## YEAR-END FUNCTION 2007'S AWARDS

# Fun Awards

Each year several fun awards are made - not to make fun of our members, but rather to serve as a reminder of happenings through-out the year:  
Here they are ! Not all of them need to be congratulated though!!

### Caravan Basher Award - Faan Geysler

For showing that a motorcycle is a better touring option on the Oliviershoek Pass

### Jerry Can Award - Albert Poneles

For overestimating his motorcycle's range while underestimating the distance to the next fuel stop

### Go Slow Award - André Beneke

For being the slowest rider in the group and getting a speeding fine

### Role Reversal Award - Colin King and Pauli Massyn

For the ride leader leading from behind and the sweeper sweeping from the front during the Club's invasion of Botswana

### Brand Loyalty Award - Gerrie Mans

In recognition of being the Club's most loyal consumer of Shell oil products

### True Story Teller Award - Etienne van der Stockt

In recognition of being able to tell numerous true stories about his time in the French Foreign Legion

### Immigrant Award - Mike Hennessy

For immigrating back to South Africa in order to attend the year-end function

### Houdini Award - André Henrico

For vanishing into thin air and wondering if a mushroom plug might do the same from the inside of a tyre

### Family Man Award - Bill Lance

For finding his long lost son in the Victoria West Hotel during the ABBG

### Debate Team Award - Colin King and Bill Lance

In recognition of their perseverance to debate until 03:00am on a Victoria-West rugby field during sub zero temperatures.

### Passport Award - Tina King

In recognition of the difficulties she had to overcome to gain entry into Botswana

### Best Foreign Wheelie Award - Rupert Richter

In recognition of his ability to demonstrate the maximum wheelie angle of a HP2 motorcycle to the people of Mozambique

### Radiant Award - Richard Hussey

For being the most visible rider in the Club

### Bling Award - Pauli Massyn

In recognition of his devotion to accessorize himself and his bike

### Fuzzy Duck Team Award - Zonica and Yolandie (picture)

For demonstrating exceptional skills in the game of Fuzzy Duck

### Missing in Action Award - Deon and Basiliki Gericke

For participating in a Club event after a significant period of absence

### Distinguished Gentleman Award - Roger Faulkner-Smith



For demonstrating gentlemanly conduct at all times

### BMW Retriever Award - Nick Sendall

For retrieving numerous items from unmentionable places on the Natal Meander ride

### Moderation Award - Jamie Rossouw

For demonstrating extreme self-discipline by sweeping with a K1200S

### Stand-up Award - Eric Teixeira

For demonstrating the value of being able to stand and ride, after a meal consisting of too much chilli, to the people of Malawi

### Hydration Award - Lauritz and Sheelagh Hansen

For demonstrating the value of (or lack of) drinking water to fellow riders in Mozambique

### Special Mention Award - Thinus and Marlene Kotzé

For being the only Loskopdam campers.

### Supportive Award - Joy Massyn

For allowing Pauli and supporting him to Bling.

### Marriage Tester Award - Daniela Du Preez

For testing her marriage after having a spill with her husband's bike on the same day it was returned from repairs

### Fastest BMW Award - Jamie Rossouw

For outrunning his own R1 on a BMW

### Candle in the Wind Award - Gerrie Mans

For his ability to consume head light globes at astonishing rates

### Idler Award - Wahl Fitzgerald

For his bike's ability to refuse to idle even after the efforts of technical specialists

### Coffee Connoisseur Award - Henri Heyns

For insisting to only drink his own coffee when visiting Bavarian Motorcycles

### Torque Wrench Award - Uwe Ludwig

To enable him to verify the correct torque settings on his motorcycle

### Bike Saver Award - Pieter de Koker

For demonstrating excellent skills in retrieving a bike from the Pienaarsrivier.

## SAFE BIKING – IS IT ATTAINABLE?

HENRI HEYNS

Life in itself is a risk and the air that one breathes, each step one takes from the cradle to the grave, each mouthful that one eats or drinks, is risky in one way or another. Of course, risk can be from miniscule to disproportionately large for the advantage gained by someone running that risk. The magnitude of the risk would be dependent upon what advantage the risk taker is likely to accrue if he gets away with it.

A few weeks ago a man, sitting in his car, had both his legs severed above the knees, resulting in his bleeding to death when a helicopter, attempting to land in the vicinity, crashed onto his car, with the rotor blade cutting through the roof and striking him as he was sitting behind the steering wheel.

If one were to be clairvoyant and could predict such an occurrence how could the later victim be persuaded not to go to town that day and above all, not to drive his car or park near the building that was to be the crash site. He would probably be flabbergasted, exclaiming that he has no intention of going anywhere near a parking lot where a helicopter would be flying, let alone attempt to land. Yet, the accident happened with the tragic result.

Another case in point: A few months ago, a Johannesburg woman from a well-to-do part of town, was stung to death by a swarm of bees when her husband accidentally drove into a disused municipal electricity switchboard on a pavement somewhere. The husband broke a leg in the accident and the woman opened her door to render assistance when she was attacked by the infuriated swarm.

Let us use the clairvoyant example again. If he were to phone her beforehand and told her what was going to happen, she would probably have hurled an insult at him, exclaiming that she and her husband were only going shopping that day, that she was in no way going near the veld and as a matter of fact, doesn't even like honey.

Yet, the unexpected happened. (By the way, the husband was also stung apart from his broken leg, but his wife received the brunt of the attack and died soon after admission to hospital.)

### RISK

Where am I going with this, the reader may well ask. Just that risk is an inevitable part of life. All risk carries a prize and a penalty, normally based on a subjective appraisal by the person(s) involved. Naturally there is a continuum of risk incorporating the high, medium and low varieties, commensurate with a similar advantage somewhere as reward for running the risk.

The Collins English Dictionary defines risk as 'the possibility of incurring misfortune or loss'. A person who never goes near water (for as much as that is possi-

ble), could still drown, possibly from oedema (water in the lung), from being held captive in his car in a highjack, with the highjacker accidentally driving over the edge of a cliff into the sea, or whatever else could happen to him. Agreed, the risk is low but it is nevertheless there. Similarly, to say that you never ride and cannot therefore become involved in a motorcycle accident, is untrue as you may be run over by one whilst crossing the road.

### SAFETY

I would probably be committing sacrilege in assuming that all or at least most of us reading this newsletter has not at least had some exposure to/training in the safe use of motorcycles. Every bike magazine that one picks up, every bike social one attends and every bike group one meets up with are usually concerned about the number of biking accidents and with ways and means to prevent or at least limit them. Yet, every now and then there is bad news of a club member or acquaintance being involved in some biking mishap somewhere.

There are many reasons why motorcycle accidents occur, but almost in every case, it appears, that some or other basic safety rule had been broken.

Very often in two vehicle accidents the rule broken lies with the non-motorcyclist, but no matter, due to the nature of things, the biker usually comes off worst.

I'm reminded of a little rhyme that I read somewhere a long time ago:

Perhaps you've heard of William Jay  
Who died defending his right of way  
He was right, dead right as he sped along  
But he's just as dead as if he'd been wrong.

It is therefore an urgent necessity for bikers to glean as much information possible on why and how accidents are caused and appropriate countermeasures to be employed for their prevention.

A good book on safe motorcycling was loaned to me by a friend. It's title is *Ride Hard Ride Smart* and written by Pat Hahn, a Motorbooks International publication (ISBN 0-7603-1760-7) and obtainable from Exclusive Books anywhere. This publication is chock-full of interesting facts, theories and riding tips, but being of American origin, where they drive on the 'wrong' side of the road, and with the spelling sometimes a little unusual, takes a bit of concentration to be meaningful.

### ACCIDENT vs CRASH

Pat doesn't like the word 'accident'. This is what he says: "It should be noted that recently the term 'accident' has been supplanted in the safety community 

## THE BIGGEST CHARITY RIDE



Part of the processions on the N3 and in Watermeyer Street in Pretoria, during the annual Toy Run charity ride.

A lot of our club members met at Atterbury Shell on the morning of the Toy Run - a nationwide motorcycle charity ride. We met up with thousands of riders from all over Pretoria in Silverton and follow the N4 to the N1, then took the N3 to the venue in Alberton.

Heaps of toys were collected as 'entrance fee', which will all be donated to orphanages, homes and shelters to help make Christmas day special for less privileged children. Thanks to everyone who made this day a special day!!



with the term 'crash'. Many people believe that the connotation of the word 'accident' more closely resembles an Act of God or fate rather than an unfortunate, avoidable mishap. 'Accident' also connotes that the rider had no recourse or even chance of avoidance, and the use of the term 'crash' properly reflects some measure of the concept that rider responsibility and accountability, not luck, are at the heart of every incident." Perhaps they're on to something here.

### EXCITEMENT

A fact of life is that excitement and risk go hand in hand. By this I mean that the more the excitement the higher the risk in just about anything that we can undertake on this earth. Let us reflect on this statement a little. The Collins English Dictionary defines excite as 'to arouse a person to strong feeling, especially to pleasurable anticipation or nervous agitation'. Obviously, if watching a plant grow in a flower pot fills one with the excitement shown above, there is very little risk to be associated with such a pastime, with the result that the definition doesn't really apply. However, under normal circumstances the definition holds true, with the effect of course varying from individual to individual. This is why we find motorcycle track daredevils, off-road moto-cross enthusiasts literally jumping from rock to rock way up in the mountains, bungee jumpers, free fall parachute artists and so on.

For those of you who appreciate a handbook on safe motorcycling little more technical, I suggest *Proficient Motor-*

### SAFE BIKING – CONTINUED

*cycling – The Ultimate Guide to Riding Well*, by David L. Hough. This 256 pager is well written, with many superb illustrations to get the writer's point across. In it he explains *inter alia* why a rider must turn a motorcycle front wheel right for it to turn left and vice versa. (I bounced this physical law off my wife who is no biking fan by the way. She emphatically declared that it's all a lot of nonsense and that seeing a motorcycle is essentially only a bicycle with an engine, if you want to turn left, you turn the steering handles to the left, finish and *klaar!*)

A critic describes this publication as "hands down the best and most complete book ever written on how to ride a motorcycle safely and efficiently." For those interested, the ISBN number is 1889540-53-6 printed by Bowtie Press in Irvine, California. It is a worthwhile publication to add to one's collection, but once again, remember that the Americans drive on the right hand side of the road, so be prepared to make a mental transition when translating into the local scene.

It has been said that no matter where one goes, there is no substitute for quality, ever. To stay on top of a motorcycle one has to be wide-awake and consider the odds all the time. That means quality driving, because without it, the risk of a mishap becomes insuperable and that no bike rider can afford, especially with so many untrained, unlicensed, ill-disciplined and uncaring drivers on our roads today.

## VEILIGHEIDSVELDTOG VIR TWEEWIELERS

Henri Heyns

met erkenning aan Dirk Jordaan in Beeld van 25 Oktober 2007

Die Nasionale Veiligheidsveldtog vir motorfietsryers is besig om vinnig veld te wen met sy heldergeel plakkers en strooibiljette.

Die *Think Bike* veldtog met die slagspreuk *Creating Awareness - Saving Lives* het ten doel om motoriste bewus te maak van motorfietse op die land se paaie en om verantwoordelike rygewoontes onder dié se aanhangers, te kweek.

Die veldtog is daarop gemik om motoriste anders oor die tweewiel spesies te laat dink. Daarom word gekonstateer dat 'vir elke motorfietsryer op die pad is daar een minder motor in 'n verkeersknoep'.

Die veldtog word ondersteun deur Arrive Alive, die nasionale verkeersveiligheidsorganisasie. Daar word van 'n webwerf gebruik gemaak asook om gedrukte inligting in die vorm van geel pamflette by verkeersligte te versprei.

Vogens *Think Bike* dui oorsese studies daarop dat meeste botsings tussen vierwiel (en meer)- en tweewielvoertuie veroorsaak word deur motorryers wat die motorfiets nie raaksien nie.

Die volgende wenke word daarom aan motoriste oorgedra:

- Wees bedag op motorfietse. Wees op die uitkyk vir hulle by kruisings. Gee aan hulle ruimte om tussen motors deur te kan ry wanneer verkeer stadig beweeg of stilstaan. Hierdie aksie word *lane splitting* genoem en is nie onwettig nie;
- Kyk in jou truspieëltjies en gebruik jou flikkerligte wanneer jy van baan verwissel;
- Moet nie 'n motorfiets se snelheid onderskat nie. Dit versnel meestal baie vinniger as 'n motor en is dalk nader as wat die motoris dink.

Think Bike maan motorfietsryers ook om versigtig te wees, met onder andere hierdie wenke:

- Wees sigbaar en aanvaar dat motoriste jou somtyds werklik nie kan sien nie. Verminder hierdie risiko deur helder klere te dra, dink vooruit en bly uit die 'blinde kolle' van motors se truspieëls;
- jy mag tussen motors deurfilter, maar beoordeel elke situasie behoorlik voordat jy so maak. Ry stadig en versigtig en wees hofflik teenoor diegene wat vir jou pad maak;
- verwag die onverwagte; wees dus altyd op jou hoede;
- verbeter jou ryvermoëns deur gereeld opleiding te ondergaan;
- vermy waar moontlik nat paaie, die donkerte an wag met die drankies totdat jy eers by die huis is.



Think Bike verwelkom navrae.

Maak gerus kontak met hulle op die webwerf [www.thinkbike.co.za](http://www.thinkbike.co.za)



## THERE WILL BE A DIESEL BIKE ON THE MARKET SOON

HENRI HEYNS

In my column *Technospeak for the not-so-technical* I ventured an educated guess that diesel bikes, for one reason or another are not likely to grace our roads with their presence soon, if at all. Contrary to my firm beliefs, I picked up a news item in a bike magazine the other day which summarily discredits my viewpoint. There will be a diesel-driven bike on the way soon.

Under the name Neander, a powerful and highly economical diesel-engined motorcycle is going into production soon. The makers claim that it will be compact, light and almost vibration free.

The manufacturers use a twin crankshaft which is said to eliminate the usual vibrations by their counter rotation. The engine is turbocharged and boosts at around 1,5 bar turbo pressure.

The 1340cc engine is said to pump out 84 kW and 214 Nm of torque, powerful indeed compared to similarly petrol-fed versions.

Styling is said to be a combination of simple elegance and strong masculinity. The Neander uses materials such as stainless steel, black steel, aluminium, titanium and carbon.

Although the bike is expected to weigh around 300 kg. It is said to be rather easy to ride, thanks to various ergonomical considerations. This includes a comfortable seating position, putting the rider in perfect control of the motorcycle, a necessary attribute for what is claimed to be one of the most powerful machines in the world.

I, together with thousands of two-wheeled fanatics, marvel at the prowess that some manufacturers display, but fail to see the reason for building ever-more powerful bikes in huge frames. Frankly, my R1150 R BMW is powerful enough to do all of my bidding, with commensurate braking ability for any occasion. I don't scare easily and admit to having travelled many thousands of kilometres on various bikes since growing up without even a half-serious situation on the road. For that I thank my lucky stars. Frankly though, the thought of all the power under me on this diesel beast would scare the wits out of me.

For those more astute readers I say go for it.

For myself, I say thank you but no thank you.

## GOLD EXTREME AWARD

Congratulations to Wouter Coetzer and Charné Kemp for visiting the 4 extreme points

of South Africa in a period of 3 weeks!

They did this trip in December 2006 and are now the proud owners of our Club's golden award.

## BESPARINGSRIT VIR 2007

HENRI HEYNS

Aitsa vir BMW, wat hul voortreflikheid weer eens bewys het. Hierdie keer was dit tydens die onlangse besparingsrit vir motorfietse, wat so pas ten einde geloop het.

Gedurende hierdie jaarlikse rit, gereël deur die Pretoria Motorklub, wat gedurende 18 en 19 Augustus in die pragtige Mpumalanga plaasgevind het, het BMW weer die toon aangegee toe hulle vyf uit die tien hoogste plasings opgelewer het. Nie alleen dit nie, maar BMW het vir 44 uit die 86 finale plasings, dws 51,16%, gesorg. Bekendes uit ons Klub se geledere wat deelgeneem het, is:

Eric Teixeira, wat 34ste plek verower het op sy BMW R1200 RT, met 'n gemiddelde brandstofverbruik van 4,65094 liter/100km.

Roger Faulkner-Smith het 41ste plek verdien, ook op 'n BMW R1200 RT, met 'n gemiddelde verbruik van 7,74161 liter/100km.

Henk Gouws, op sy superfris K1200 S het 50ste gekom met 'n gemiddelde petrolverbruik van 4,95390 liter/100km. Baie geluk manne dat julle die uitdaging aanvaar en jul staal getoon het.

Terloops, julle het reg gelees:

Die eindsyfers **is** tot vyf desimale plekke bereken. Dit wys net hoe straf die kompetisie werklik is.

Waarom kry ons nie meer lede uit die Klub om te wys waartoe hulle in staat is nie?

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

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

**NOTE: Club Evening  
11 January 2008**

## SHARED RIDING PLEASURE

### BMW MOTORCYCLE CLUB PRETORIA

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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 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.

## Upcoming Rides!

### The ride calendar for 2008

Visit the website  
[www.bmwclubs.co.za](http://www.bmwclubs.co.za)  
for the full calendar of rides  
for next year !!

There will be a Sunday morning ride the first weekend of every month. Several longer trips are planned. They are:

March: The Pontdrift Ivory Run;

April/May: ABBG / Canopy Tour as well as the Mozambique trip;

June: BMW Clubs Africa weekend & The Winter Chill Out Ride;

September: GS Challenge & Bike Train Trip to Western Cape;

November: Year End Function Weekend; December: 1. Clarence 2. Sabie

## Trip report

### OCTOBER CLUB RIDE: LOSKOPDAM

André Botha

I was convinced, when I went to bed on Saturday, 6<sup>th</sup> October that the Sunday run to Loskop Dam will not happen and that I can sleep late, but nature surprised us all and it turned out to be a lovely day.

The “crowd” at Atterbury Shell was very small, and after Dave pulled out because of a domestic problem (house got a direct lightning hit & blew everything) the remaining 4 of us were on our way with Johan Maree leading us through Bronkhorstspuit, Witbank, Middelburg to Loskop. At the dam we met up with Thinus and Marlene Kotzé (Marlene on a Suzuki scrambler nogal), the only couple who decided to camp. The buffet breakfast at the resort’s restaurant was good and sufficiently boosted our cholesterol levels. The little bit I could see of the resort left a good impression, and although they do not normally allow bikes in, I would not mind going back there again.

We came back via Groblersdal and Bronkhorstspuit, which took us through pretty scary areas with roaming goats, taxi’s, dogs and lots of road signs with red ribbons and HIV/AIDS messages, and then the occasional Hijack Hotspot warning. But we survived it all and had a pretty nice ride in excellent biking weather and even had a chance to clear the cobwebs out of our exhausts (the max speed registered on Johan’s

GPS will remain between us). The front runners were also very impressed with Marlene and her Suzi. She has a pretty efficient throttle!

Thinus & Marlene left the group just before Bronkhorstspuit for a short-cut home, while the rest of us decided to have a quick refresher at Que Sera. We left just in time to make it back home for the Rugby World Cup quarter final game between South Africa & Fiji.

Those who decided to stay in bed missed out on a very pleasant outing and good company.

