



# SPOKE & PISTON

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## FROM THE COMMITTEE

Spring is here and with the recent good rainfall, the dull yellow Highveld grass will hopefully turn to bright green soon. Our clubhouse has had a metamorphosis due to the new staircase and balcony. The balcony will be the center of many social gatherings for many years to come.

The number of current paid up members is 208, which is lower than this time last year. We urge you to please renew your subscriptions, if you have not done so yet. The club subscription period runs from January to December of each year. The committee will introduce a membership card in the next year which will be used as proof of membership.

Several memorable trips took place during August and September. The trip to Victoria Falls reminded us that we are living in Africa with all its splendid views and challenging border posts.

The visit to the Makgadikgadi Pans in Botswana was something special and hopefully a few GS trips to the Pans

will be done in the future. The Natal Midlands Meander was a very successful trip and participants enjoyed arguably the most scenic province of our beautiful country. Then there was also the GS Challenge!! The area around Nieuwoudtville, Clanwilliam and Wupperthal is absolutely spectacular this time of year. The GS Challenge once again awed us with majestic scenery, demonstration of some outstanding riding skills by very talented riders and camaraderie among the riders.

The year-end function takes place during the first weekend of November and by all indications it will be a very enjoyable time. Enjoy your riding and remember those lovely purple Jacaranda flowers are extremely slippery when wet!!!

Greetings,  
Pieter.



## TECHNOSPEAK FOR THE NOT-SO-TECHNICAL

Diesels here, diesels there, diesels almost everywhere. The tongue-in-the-cheek rhyme above is symptomatic as to what is happening on our roads today.

Hardly any manufacturer, be it of heavy, medium or light vehicles of whatever type, does not offer something 'dieselly' in his lineup somewhere.

Most of course are turbo-driven types for more punch, with exceptions being the relatively low-revving engines

used in heavy industrial and marine applications.

However, the question arises as to whether diesel is or can become really a serious contender in the present-day state-of-the-art petrol-burning bike stakes.

### DIESEL-ENGINED BIKES ON ITS WAY?

Henri Heyns asked Bruce Meyers a few questions on this topic - Read it on page 7 !!

**VISITORS FROM A SMALL-TOWN  
NEIGHBOURHOOD**

HENRI HEYNS



It happened frequently a few years ago and there is no reason why it cannot be continued. After all, we are all dyed-in-the-skin enthusiasts, share the same love for our machinery, hold more or less the same views on the world around us, and will jump at every opportunity to get the engines purring and the wheels turning. So, although we may disagree on which rugby team to support for the Curry Cup, on which side of the Jukskei River life really starts, and so on, but one thing we're all agreed on: Riding is life!

At our Club Social on 7 September, we had the pleasure of welcoming a contingent of five motorcycle enthusiasts from BMW Club Central, Johannesburg. They came over to say hello and to see what things are like in the land of the Blue Bulls. As usual there is quite some activity at these socials, in the form of the regular meeting, information on forthcoming rides, reporting back on riding activities during the previous month, introducing new members, etc. This time the open-air platform a-top the staircase leading to the Club's common room, was inaugurated with drinks served by three ravishing young bar girls.

A hearty thank you is in order to Bavarian Motorcycles' Management for providing the venue for this monthly get-together, the facilities and above all, the delicious free sustenance for the inner being in whatever form the menu is set to provide.

But to get back to the original theme of this report, is it not possible for those Club members on both sides of the Jukskei and wishing to do so, that visits to our neighbours be facilitated on club social evenings? To my way of thinking, this would open an excellent opportunity for more social intercourse between clubs with the obvious resultant positive spin-offs that such a move would encompass.

What about it club managements? Is this not worth looking into?



From left to right: Jack & Gina Venter (Club Members), Avril Malan (Treasurer), Chris Malan (Vice Chairman), Shaun Terblanche (Committee member).

PS. The guy half hiding himself behind Gina is none other than our own Dave Swart. We wonder what he did wrong to be hiding this way?

Jorge Ferreira, a committee member of

**POKER RUN**  
**14 October 2007**

Club Central, invites our club to their first Poker Run. They would like to make this run a real serious BMW ride with over 100 motorcycles on the day!!

All models of BMW's welcome from 1920-2007  
Departing from Lifestyle, Midrand at 08h00.

Riding to 5 casinos – approximately 250km, duration of 4 hours

Refreshments at Emerald Casino in the Vaal  
Buffet lunch at "The Queen of the Nile" at Emperor's.

**Year-end  
Function**  
**Ellisras**  
**3-4 Nov. 2007**

Need more info or like to book?  
Call Dorothy Prinsloo  
082 339-5142  
or email her on  
[dprins@microsoft.com](mailto:dprins@microsoft.com)

With less than a month to go to this year's year end function, you have ask yourself – **"have I booked my spot at the best get together for 2007"?** If you haven't done so yet, you still have time. At the moment there are a total of 73 people booked.

The ride will leave from Atterbury Shell, Saturday 3<sup>rd</sup> of November, 7:30 for 8:00. Depending on the size of the group, we will split into 2 or 3 smaller groups, each with a lead rider and a sweep. In Nylstroom we will stop for a refreshment break and then just before we get to Ellisras, our hosts from Machauka Lodge will treat us on something to drink. Once there, everyone checks in and relaxes. You can laze around the pool, socialize with some friends or take a ride and explore the immediate area.

Saturday night we're in for a scrumptious meal, some entertaining music and a fun, light-hearted awards evening.

Sunday morning after breakfast we'll take a leisurely ride through to Thabazimbi, then on towards Brits and finally home.

**COME JOIN IN THE FUN!!**

# BOTSWANA VIC FALLS - AUGUST

DANI DU PREEZ

What a trip it was! 16 of us on 11 bikes with a Toyota double cab and trailer as back-up hit the road on the 3rd of August. On average we rode ± 400kms per day. It was only the one day in Livingstone, where we spent the day sightseeing at the Falls, that we gave our GS's time to rest.

Some made use of chalets, but the main means of accommodation for the 10 days was our own tents and sleeping bags. We crossed borders 5 times, visited Botswana, Zambia and

Makgadikgadi pans can be added as very special experiences!

We did 3 650kms, mostly on tar, but I must admit the sandy stretches, camp fires at night, games, jokes and lots of laughter as well as overall fellowship make it difficult to distinguish between the many highlights!

It is indeed a joy to be part of such a great group and to share the adventures with such special company.

To Colin, Tina & André and Shadi: Thank you for all the arrangements!!

Pictures - clockwise:

One of the few group photo's taken;



Namibia.

The highlight of the attractions was undoubtedly the Victoria Falls but the cruise on the Zambezi and the amazing feeling to ride into the vastness of the



André, Tanya, Yolandie and Pierre at the Victoria Falls;

"On top of the world" in the pans; A huge baobab tree on the edge of the Makgadikgadi pans.



# MIDLANDS MEANDER - SEPTEMBER

JAMIE ROSSOUW



After Dave's briefing, 10 bikes departed with great excitement on a slightly different route to try and avoid early morning peak traffic - wise choice. I volunteered to sweep. In Bapsfontein we met up with 2 more couples and I was actually starting to enjoy the sweeping thing! Lunch in Newcastle and we hit Midmar well before dark. After a relaxing dinner at the beautiful Fernhill Hotel, all went their separate ways for a good night's

rest. Some of us enjoyed a scenic 300 odd km's after breakfast the next morning.

We were back at Fernhill just in time to watch SA almost losing against Tonga. Saturday's dinner was at Bellisimos.

On Sunday the group travelled via Ballito to Dundee - a fairly windy day in the saddle. The Royal Country Inn in Dundee offered a pleasant and relaxing atmosphere and all the bumps in the road were discussed at length before dinner. We also did our bit to solve the country's problems in the historic lounge of the hotel built in 1886. Monday's ride back was uneventful but great - amazing how the whole group's pace pick up once you start heading home. The trip was very enjoyable and we wish to thank all for making it a success. Special reference to our back-up driver Pikkie and to Dave and Dorothy - you guys were great!

Sheila made sure we knew where all the speed traps in the area were - first hand!



## TOUR TO CROATIA

Croatia is in Eastern Europe and is part of what used to be Yugoslavia. It is a country about the same size as Kwa-Zulu Natal, with a population of about 4,2 million people. It has a coastline of 1577 kms and over 1200 islands, only 50 of which are inhabited. Jan (Staal) du Toit, Eric Teixeira and Roger Smith (both from Bavarian Motorcycles), Gerhard (Koos Speed Cop) Strydom and his wife Daleen and Ian Howell completed the group.

We landed in Split, Croatia on 27 May 2007, were collected and transferred to our hotel in Kastela, 20 kms outside Split. This was an immaculate modern 3-Star hotel set on the beach of a little village dating back 600 years. After the usual documentation and collecting our motorcycles, we started out.

Ivan explained to us that the roads were initially made of a marble-type of stone mixed with the tar, and once the tar wore off, you were riding on marble. It soon became standard practice to put a foot out to check for

Besides riding on the 'wrong' side of the road, we couldn't believe how slippery it was.

traction before starting off.

Our first taste of Croatia was the ancient city of Trogir. It dates back to the fourth century B.C. and is a UNESCO protected site. We had a guided tour of the city and then dinner in a local restaurant on the waterfront overlooking the marina.

After breakfast next morning we were thoroughly briefed and then took off on the next leg of our journey where we rode some fantastic mountain passes through villages that looked as though time had stood still for 200 years. We stopped to drink water from the well in the village and then continued our journey through the forests to the top of the mountain overlooking a beautiful lake with Bosnia in the distance.

On the way down Jan picked up a nail in a tyre. Ivan and Jan took the wheel off and took it to the local village for repair. After this, we rode down serpentine



*Jan du Toit, Ian Howell, Roger Smith, Eric Teixeira, Gerhard & Daleen Strydom.*

The first ideas of our tour of Croatia started last year at the GS Challenge. **Ivan Knezovich** of Croatia-a-la-Carte convinced Jan du Toit of Country Trax into getting a group of us together to explore that fascinating part of the world.

**Many of you will be asking:  
"Croatia: Where the devil is that?"**

tarred roads with fertile valleys around us teeming with life flowing from the River Cetina. The scenery was spectacular with terraced fields rising from the river banks, clinging to the lower slopes.

We stopped in Ruda to see the source of the river where the water comes out of the ground with such force that you can white-water raft the river straight away at the source. We followed the river down to a 1600 year-old mill which is still in operation today. The miller is a real character and he wanted us to sit and eat with him, drink home made 'witblits'! Gerhard met his match as he conversed for ages in Afrikaans with Ika, the miller, who responded in Croatian.

The next morning we rode in the opposite direction to the town of Skradin and to the National Park of Krka waterfalls where we had lunch. It was a beautiful ride with a combination of sand and tar roads. From there we continued on to Roski Slap Falls and we exited the park along a footpath next to the river. The guys were scratching on the way home, with Jan, Ian and Ivan taking turns in the lead. Most of the riding was done on back roads where there wasn't

We had a hard time trying to keep Jan off the goat tracks!

much traffic. After a stop for drinks in Primosten, a peninsula joined to the mainland by a bridge, we returned to our hotel.

On the 3rd day, we took a ferry to the island of Brac. There we rode along windy roads all over the island, with one corner after the other. This has to be called 'The Land of the Endless Curve'. I still have to find a straight road in Croatia! Here we saw old fishing villages which are still the same today as they were 100 years ago - let's hope the influx of tourists will not destroy their way of life.

We rode sand roads along the shoreline and mountain passes which make Sani Pass look easy. We rode switchbacks from sea level to mountain to mountain top with spectacular scenery overlooking the sea and island of Hvar.

After a 3-hour ferry ride the next day we rode from Vela Luka to Korcula Town (birthplace of Marko Polo) for 46km along a road best described as a never-ending Chapman's Peak.

From here we took the mountainous route to Dubrovnik, then to Ston - where salt and fresh water mix!

A short ferry ride brought us back to the mainland, encountered a bit of traffic, but turned off onto the mountain passes where the 'scratching' and playing started again.

Back in Kastela, where we started, we took the bikes to be cleaned. While waiting, we sat in a biker's bar while Jan

## TOUR TO CROATIA

and Ian entertained the crowds with wheelies up and down the road and had everyone in the bar watching Jan's video of the Namib Tour and adventures in Africa. Early the next morning we were back at the airport for our flight home - a sad farewell to Croatia - until next time . .

It was a great time with a great group of people. Special mention must be made of Daleen Strydom, the only lady in the group. She did well and put up with the rest of us!



Croatia-a-la-Carte specialises in motorcycle and adventure tours. See their website [www.visit-croatia.co.za](http://www.visit-croatia.co.za) for more information.

## Roger Smith not well

*Spoke 'n Piston* is sorry to hear that Roger Smith was admitted to hospital recently following a stomach complaint. However, Roger, who is Bavarian Motorcycles' Financial Director, is reported to be responding well to the treatment, has been discharged from hospital already and is now placed in the tender loving care of his family whom we can all rely on to do the necessary in getting him ship-shape again.

Get well soon Roger. We miss your charming presence at Bavarian.



The place is just not the same without you!

## ISN'T IT TIME TO SWITCH TO A BIKE?

HENRI HEYNS

'Peak hour traffic increases your blood pressure and makes your engine labour'. This was the caption of an article (contributor not identified) that appeared in an Afrikaans Sunday newspaper a short while ago. The contents is so disturbing that I undertook an *impromptu* translation thereof. The reader may well ask why the well and woes of motorcars are discussed in a newsletter aimed at more and better motorcycling? Read on and soon the penny will drop, I'm sure.

The AA used three commuting distances, being: a trip from Sandton to Pretoria, then back again, and a trip between Sandton and Sunninghill, to determine the effect that peak hour traffic has on a vehicle. Their research was based on a 2006 four-door model with a 1600cc petrol engine which, according to the manufacturer, should be serviced every year or every 15000 kms.

The Sandton/Pretoria stretch is 55 km. Without traffic, it takes approximately 35 minutes (average speed of 94 km/h) to cover the distance. In traffic, it takes 90 minutes (average speed 37 km/h). The same would presumably apply to the return trip under the same conditions.

From Sandton to Sunninghill (10 km), a trip sans traffic is 18 minutes (average speed 33 km/h). With traffic the trip takes 30 minutes (20 km/h).

- The AA calculates that during peak hours the time required to traverse the three distances would increase by 122 minutes.
- If you follow this route everyday for a month (21 working days), you would spend an extra 42,7 hours on the road. Over 11 months this figure would increase to 468,7 hours!
- 468,7 hours represent some 20 working days. For someone earning R8000 per month (R45/hour), the annual cost would amount to R21 136!

**DID you KNOW ?**

- Put another way, one can say that for the same distance shown on your vehicle's odometer, the engine has worked an extra 468,7 hours. If you had ridden at an average speed of 40 km/h without traffic, you could have covered some extra 19000 kms.
- say that 80 000 people travel between Sandton and Pretoria annually. This would mean the wastage of 565,4 litres of fuel representing R394,8 million.
- All the cost in lost time, with 1,57 million days lost, would be R1,69 billion...Eish!
- The 1600cc vehicle used in the example would, at idling speed, use 1,5 litres of fuel each hour, meaning that in 468,7 hours in peak traffic, 705 litres of petrol would be used, costing you R4 956 over a period of 11 months (the price of petrol taken as R7 per litre).

This brings me to the last point:

### Commuting to work by motorcycle would be far easier, faster and cheaper.

All right, I can see in my mind's eye non-bikers throwing up their hands in disgust merely at the thought of exchanging the comfortable seats, the air conditioning, the DVD player, etc., for a motorcycle. Then, in addition, personal exposure to all kinds of weather and the perceived high risk on a bike are also brought into the equation.

But be it as it may, the day will surely come, in the not too distant future, when today's motor car-commuting public will seriously have to consider alternative means of transport to get to work and back.

**Guess what the option will be!**

# GS CHALLENGE

Yet again did our club send quite a large representation to the Great African GS Challenge. The area of Calvinia was this year's playground for hundreds of adventurous GS riders from all over the country.

The area of Calvinia was this year's playground for hundreds of adventurous GS riders from all over the country.



It rained a lot before the Challenge

started and this piece of mud (picture below) was on the RED ROUTE: Day One's first special stage. We got so bogged down here that we had to ask the farm hands to help us lift the bikes out of the ruts, which they did with pleasure.

**BRUNO GILA**  
writes:

The GAGSC this year was great, the red routes stood up to the extreme riding and is definitely, eventually, recommended only for the smaller machines like the 650 X Challenge, the Dakar and HP2 bikes.

The Orange routes were very enjoyable and technically exciting. The Challenge has still lots of reason to continue its traditional platform for big bike riders to enjoy a bit more extreme riding but I did feel this year that too many bikes were finishing in the repair shed and I believe a few more riders got injured, especially on the Orange routes.

We did feel the absence of a few sponsors this year, such as Touratech and Castrol, but the event was very well catered for.

My only criticism is that on more than one occasion, the evening briefings were inaccurate and some of the courses were badly marked and never correlated with our GPS's.

Other than that, it was so good to see all my friends again, to ride some fantastic scenic passes and valleys and well done to BMW, Nadia and the crew. I will definitely go again next year and as long as there's a GS Challenge, I'll be there . . .



BRING ON GAGSC 2008!!!!



**BRAAM SMIT** (picture) did extremely well in the skills challenge. Well done!!

## Lesson learned

Wayne, the owner of CT BMW Motorrad Auto Atlantic, helped me and Anthony Page up the red route mountain. Later we bailed out because we were too few persons to physically get the 1200GS and the 1150GS up the mountain. Lesson learned: Always go with a group of 5 or 6 riders to help each other!

A 'send-off' meeting was held at Bavarian Motorcycles and Anita, on behalf of the Dealership, handed out a fleece to each member participating in the Challenge.

In the picture Braam, Bruno and André are wearing theirs to get the feeling!

(Uwe did a great job as barman that night!)



## TECHNOSPEAK FOR THE NOT-SO-TECHNICAL DIESEL-ENGINED BIKES ON THE WAY?

Questions by Henri Heyns with  
answers by Bruce Meyers

### Serious dieseling on bikes?

Occasionally one reads of someone somewhere producing or riding a diesel-powered bike. In India *Enfield* manufactures a 5 KW single cylinder 325 cc 'Taurus' bike for a reason one can only assume to be providing cheap and economical transport for the masses on roads in the hinterland particularly suited to single-tracked vehicles. University students in Esslingen, Germany, are supposedly fiddling with a revolutionary design of their own. Every now and then some genius fits an antiquated Lister or 'whatsisname' diesel power unit into a two-wheeled frame whilst receiving accolades in a motoring/bike magazine for his ingenuity and troubles.

### No way!

**Q1.** *Most people know the basic difference between diesel and petrol engines, and how they work, but what, in essence, would militate against the serious use of diesels in bikes?*

**A1.** Size and mass. Diesels burn fuel oil and as they have no spark plugs, run on the compression ignition principle. This means that in order to ignite the diesel fuel oil, a compression ratio of 20:1 has to be achieved so that the heat generated thereby is enough to ignite the fuel/air mixture. This is about twice that of a petrol engine, with the result that diesels have to be made much more robust, naturally bringing about greater size and as a corollary, greater mass.

**Q2.** *But many smaller makes of cars today also have a diesel option, with a seemingly acceptable power-to-weight ratio. How can that be?*

**A2.** A diesel engine, being an oil burner, is characteristically 'lazy' and moreover, has a limited rev range peaking at something like 4000 revolutions. This is because fuel oil does not burn as energetically as petrol. For example, a twin cylinder 1000 cc motorcycle engine easily delivers 70 Kw plus of power, whilst the same engine in diesel form is hard put to generate 20 Kw. But in order to boost power, just about every truck and car diesel engine is fitted with a turbo charger. This attachment works by using exhaust gases liberated by the engine, to drive an impeller which forces a greater amount of the fuel/air mixture into the combustion chamber which in turn, improves power output.

**Q3.** *Presumably there is, as always, a price to pay for it?*

**A3.** Of course. Turbo charging can easily add upward of R30 000 to the cost of a car so driven (this also applies to petrol-driven turbo chargers.) There is also, as has been explained, the added bulk and mass. But in a car, howsoever small, one

can usually find a place for this extra equipment. On a bike however, the problem can become critical.

**Q4.** *In the light of what was said above, what then is in a diesel that can make it preferable to motorists?*

**A4.** Used within its rev. range, the diesel runs more economically and combined with the customary lower price of its fuel, make it an attractive combination. Bikers on the other hand, do not have a special qualm about fuel consumption and love the thrill of winding their engines up to even 11 000 rpm, as is possible on some bikes. This no diesel power plant can ever do. It has been said that some men prefer the mother, whilst others prefer the daughter. But as far as motorcycles are concerned, there is no research evidence that bikers will go for diesel unless circumstances such as fuel shortage, emission laws, prohibitive costs, etc. force their hand.

**Q5.** *So, you do not see any possibility of the introduction of diesel-engined motorcycles in the near future?*

**A5.** Never say never! Motor engineers all over the world are continuously experimenting with new ideas to make machines even more efficient in the service of mankind. No one can say that perhaps in the near future scientists will not produce something capable of matching or even surpassing the petrol engine of today. We know that the possibility of having hydrogen-powered cars on our roads in the next few years is not a figment of someone's imagination. It is fact that certain cities in the U.S., notably Los Angeles, are set to introduce zero emission laws in the foreseeable future, but with the technology as it stands today, no clear answer is forthcoming as yet. Diesel at any rate is not a realistic alternative and certainly not a practical option for motorcycles. It just doesn't possess the get-up-and-go characteristics that modern day bikers demand and that present engines are capable of delivering.

But who knows what tomorrow may bring.

**Disclaimer:** The opinions expressed in this article are solely those of the authors, are intended only to enlighten readers, and do not constitute prior knowledge as to future developments by manufacturers or their marketers.

### HORSES FOR COURSES, WHAT?

HENRI HEYNS

BMW in their latest *Motorrad* newsletter happily announced that the BMW R1200 GS has become the Brand's most successful motorcycle of all time with 100 000 units having already been produced so far. As production is the outcome of demand, there is no doubt that these machines live up to the design, manufacturing, style, durability and riding specifications to suit all the thousands of bikers owning and riding them. Like them or hate them, but this figure shows that there is something in those bikes that the customers like.

**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.”

## SHARED RIDING PLEASURE

### BMW MOTORCYCLE CLUB PRETORIA

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### UPCOMING EVENTS

**6—7 October**  
Camping weekend Loskop Dam

**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. (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.

## CLUB RIDES 9 SEPTEMBER



GS PRACTICE-  
RHINO PARK



Ons was 'n groep wat met ons GS-fietse by Rhino Park gaan oefen het. Agv die verkeerde "offroad boots" het ek met die valslag my regter tibia (onderbeen) gebreek. As ek die regte "offroad boots" aangehad het, sou my been beskerm gewees het. Ek sou dan steeds die GS Challenge, wat ek die heeljaar na uitsien, tesame met my BMW vriende, kon gaan ry het. Ek wil net benadruk hoe belangrik dit is om te alle tye die regte beskermende drag en skoene te dra, al gaan speel jy net!

Johan Pretorius



### ROADIES- PARYS

The Ride to Parys, led by LeRoy Olivier saw 20 or more bikes on a lovely summer morning!

- Some confusion here and there at turnoffs,
- a long wait at the Koffiekant due to the large group
- as well as wind on the way back, made it an eventful and great ride through the Cradle of Mankind.

