



THE

BEEMER

READER VOLUME 23 No.1 January 2012

Uncoordinated Mumbblings

The year is all but “done”. Hope you got some riding in during December - It’s certainly been dry enough. As you can see from this month’s feature article I have guests from Africa and, as Johan is a rider, I got my first chance at being a passenger in the sidecar. What fun! Usually friends might compete to see who can drive the car or ride the bike, Johan and I both like to be passengers in the sidecar, so we take turns.

All that remains for me to do is wish you all a very merry Christmas and best wishes for the new year – see you at the TROC.

Please remember to let Bob know if you’ll be attending the TROC.

Regards Klaus
Coordinator



Next Breakfast :

Saturday 12 Jan – 09:30 am Chequered Flag, 2345 Millstream Road, Langford



Johan's moment of fame

Motorcycling:

A South African Perspective



Wendy with her R1100R

Hello to all the BMW Riders of Vancouver Island, this is your guest editor writing a few words. My name is Johan Booyens, my wife Wendy and I are currently visiting your beautiful Island and also spending time with our good friend Klaus Kreye.

We were both born in South Africa, and have lived there all our lives. Wendy and I have been riding BMW motorcycles since 1989, which is also the year we met Klaus. We attended many biking events with Klaus over the years, and he was also instrumental in kick-starting my 15 years of motorcycle racing.



Johan racing his 1983 K100RS

As most of you have probably not been to South Africa, I thought I would share some SA riding insights with you.

Lesotho - too cold for Wendy to remove her helmet!



That was in Lesotho, a country completely surrounded by South Africa with no coast. And it was cold!

Firstly, the weather does not make it impossible, highly uncomfortable or extremely dangerous to ride, no matter what time of the year. Generally, the most uncomfortable time to ride a motorcycle is our summer season, with temperatures reaching upper 30's to early 40's (Celsius that is). Considering that most of us understand the need for protective clothing when riding, the challenge is to stay cool while wearing your riding gear. The air can get so hot that it burns one's face and eyes if you ride with your helmet visor open. Fortunately, there is light weight ventilated gear available. By contrast, the only ice I have experienced on the road was at approximately 3 500m above sea level in July (our



Lesotho - lunch stop at Katse Dam

The highways in South Africa generally have wide and smooth surfaces with a National speed limit of 120km/h. Twenty years ago one could easily maintain an average cruising speed of 140 to 160 km/h for 80% of your journey (road permitting) without getting a fine. For example, in 1998 I traveled from Cape Town to Oudtshoorn (distance of 415 km) in 3 hours and 15 minutes, rode through seven small towns (60km/h) and stopped in two of them for petrol. Rode the 415 km back again in 3 hours and 10 minutes, no fines, no worries!

Unfortunately, with the new technology things have changed, now you stand a very good chance of a stiff fine for that sort of behaviour. Speeding fines (by camera) have become a very popular means of generating revenue. When planning a journey in South Africa, it is still common practice to assume that you will maintain an average speed of 100km/h provided you only stop for fuel and a quick refreshment.



Sedgefield - waiting to see the Outeniqua Choo-Choo



Kotzesrus - a fuel stop off the beaten track

Then there are the unsealed (gravel) roads where the above speeds do not apply (to most of us, that is!). The good thing is, I have never seen a speed camera on a gravel road. There are numerous gravel roads to be explored which makes this the most popular form of riding amongst



Klipbokkop - offroad training facility

BMW riders. New BMW motorcycle sales in SA



have been dominated by dual purpose models since the early nineties. The general level of concentration required to ride gravel roads at a reasonable pace is far higher than tar. I think most people completely forget about work stress and other unpleasant responsibilities when

they ride close to nature, and paying real close attention not to slide out of control and fall off their bikes. Gravel riding also provides a form of challenge to many riders, continuously looking for more difficult terrain to conquer. In order to prevent some nasty experiences, it is highly



Top of Sani Pass - alt 9 400 ft

recommended to attend a basic and an advanced off road riding course on your own bike. Because SA is mostly a dry environment, gravel road riding is synonymous with lots and lots of dust. Your motorcycle also gets a fair amount of stone chips on the front of the engine and swing arm areas. The trade-off is experiencing the most remote areas of the country with some of the best natural splendor it has to offer.

Unfortunately, good traffic policing still eludes SA, and sadly the general discipline and mutual respect towards fellow road users hardly exists. SA is probably the country with the most 3 and 4 way stops you will ever see. The average road user seldom actually stops at these 3 or 4 way stop streets because the person coming from the other way should also stop right? The rule with a 4 way is that whoever arrives first, goes first, if two vehicles arrive at the same time you give way to the right (we drive on the left side of the road). On many occasions when approaching a 3 or 4 way, I am the first to arrive at the stop line. A vehicle approaching from a side street will be second. However, when the other approaching driver realizes I am actually going to stop, the driver simply accelerates without stopping and therefore don't have to wait for me to stop and pull away again. This little trick, believe it or not, is more than often performed by a mother taking her kids to school!



Pitching tent at Nelson's Creek during a BMW event

In the larger cities, one never ever pulls away from a traffic light without checking for traffic jumping the red light, otherwise you will be hit sooner rather than later.

My guess is that about 10 to 15% of motorcyclists are riding around on public roads, either without a license plate, an illegal plate (usually hopelessly too small) or with a tampered plate (broken or strategically dirty) which makes it partly illegible. When these lawless motorcyclists are approached by the traffic police, 90% will simply ride away from the police. Personally, I don't like the sound of this, but it forms part of motorcycling in SA.



Motorsport is alive and well in SA, and therefore nearly all forms of motorcycle racing are well subscribed and supported. I guess the good thing about racing in

SA is that the season starts mid to end of January and ends mid December which gave us at least 10 races a year. There is also classic motorcycle racing, but unfortunately it is not as big as I have seen in other first world countries.

Whilst S.A. is a relatively small country when compared to the USA and Canada, it has a wonderfully diverse landscape with all year riding weather. The limit of your riding experience in S.A. is therefore governed/fueled by your sense of adventure. If you feel a little bored there are always the neighbouring countries, Namibia, Mozambique, Botswana, Swaziland and Lesotho, where more touring and exploring can be done.



Sani Inn - the Highest Pub in Africa



Although all the above may sound rather chaotic (and perhaps quite unsafe), it's actually balanced out by so many other aspects. One of course needs to see all this odd behaviour against the backdrop of the country's unique natural splendour, fascinating wildlife, a massive variety of affordable and good quality accommodation, loads of unusual places to stop for a bite to eat and generally friendly and

helpful people. These things all combine to form a highly unusual and colourful tapestry, that makes a visit to SA a definite "bucket list" item! If anyone wants to know more about motorcycling in SA, or if you're thinking of planning a trip there, you are most welcome to contact myself or Klaus.



Start of the 2001 Annual Tour of the BMW Motorcycle Club Cape



Kyalami - a happy end to a day's racing

In closing, Wendy & I wish you all a Blessed Christmas and a fantastic and safe motorcycling year ahead!



Santa - overdressed for summer!

Warm regards

Johan Booyens



BMW Riders of Vancouver Island

BMW MORA #237

BMW RR #290

Club Ride Schedule 2012

Date 2011	Event	Location	Type	Organizer
Sunday 01 January 2012	TROC	Island View Beach Bob's House	Chilli	Bob Leitch
Saturday 07 January 2012	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
19 - 22 January, 2012	Vancouver Int'l Bike Show	Tradex/ Abbotsford		Volunteer needed
Sunday 05 February 2012	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye
Saturday 11 February 2012	Pot Luck	Victoria	Social	Volunteer needed
Sunday 19 February 2012	BMWOA Rider Training Video StreetSmart Rider Perception	TBD		Bob Leitch
Saturday 03 March 2012	Monthly Gathering	Chequered Flag	Breakfast	Klaus Kreye

Mail From Paul:

I am on a two week trip through California, Arizona and Nevada. Just spent a day and a half riding death valley. I might be back for New year's day to see if some will muster the Guts to take a dip with me this year. I hope Robert will.

I wanted to take the time to wish all of you at the club a very Merry Christmas filled with love and happiness.
Paul Mondor

TROC (Toast to the rest of Canada) Details:

- **13:00 Meet at Island View Beach:** meet, swap stories, take a dip (Paul is looking for company), toast, and group photo
 - **14:00 Travel to/Arrive at Bob's** for chili, coffee, more stories, motorcycle videos, and bowl games
- Dress warm for the beach activities and bring a suitable libation for the toast. Cameras are welcome! Coffee, tea and some soft drinks will be available at Bob's. There will be meat and vegetarian chilli and a carrot cake for those with a sweet tooth.

For those that don't wish to meet for the toast at the beach, they can proceed directly to Bob's house:
2227 Amelia Ave
Sidney
Tel 250-656-6694

Directions: North on Pat Bay Highway, exit right on McDonald Park Rd (first exit after Beacon Ave in Sidney). Take immediate right onto Ardwell Ave. Proceed to stop sign, then turn right on Bowerbank Rd. Take second left on Amelia Ave. Our house is down approx 1 ½ blocks on right.

PLEASE RSVP by 28 Dec so that we can make enough chilli. bleitch@telus.net