

THROTTLE OUT

MOTORCYCLE
MAGAZINE

Happy Holidays!

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CELEBRATIONS

30 MY HARLEY
MY STORY

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NAMIBIAN
TOUR

38 WEST
COAST
TOUR



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FEARLESS FRIKKIE gets festive

2022-2023

All prices include VAT

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THROTTLE OUT MOTORCYCLE MAGAZINE is a magazine for bikers, by bikers. Established in 2022, our vision is to bring entertaining and captivating content from bikers around South Africa, from visual stories, events and adventures, to awesome feature articles, rallies and event ads. All content herein is copywrite protected.

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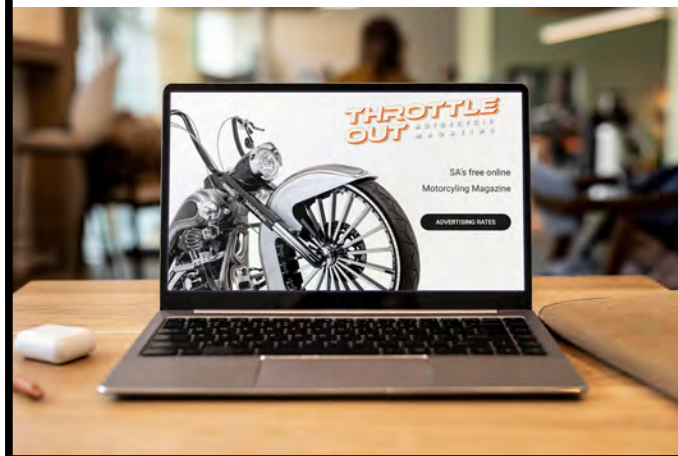
Submissions for publication.

By email: editor@throttleout.co.za

All correspondence should include your Name, Surname, Town of Residence and any Club Affiliation.

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www.throttleout.co.za



The THROTTLE OUT magazine is a local South African publication, funded by advertisers. It is "free to download" for anyone interested in the motorcycling community, wether its a lone rider or club.

Front Cover:
Photo:

THROTTLE
OUT MOTORCYCLE
MAGAZINE

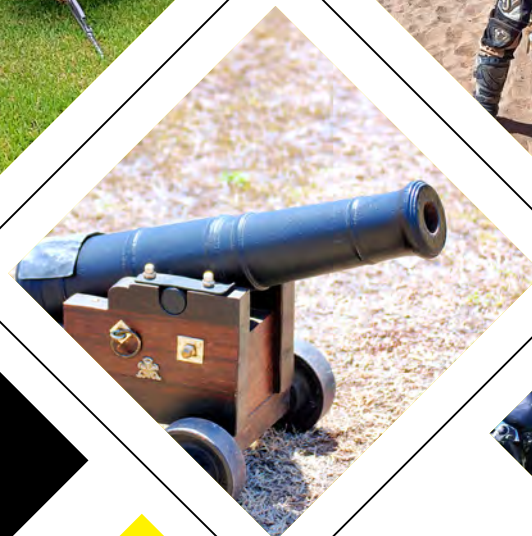
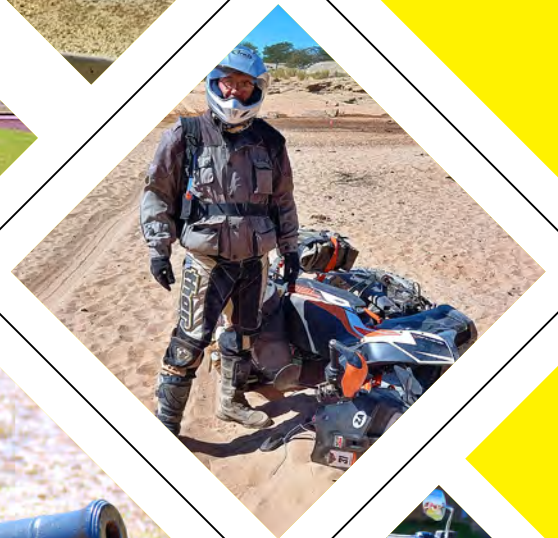
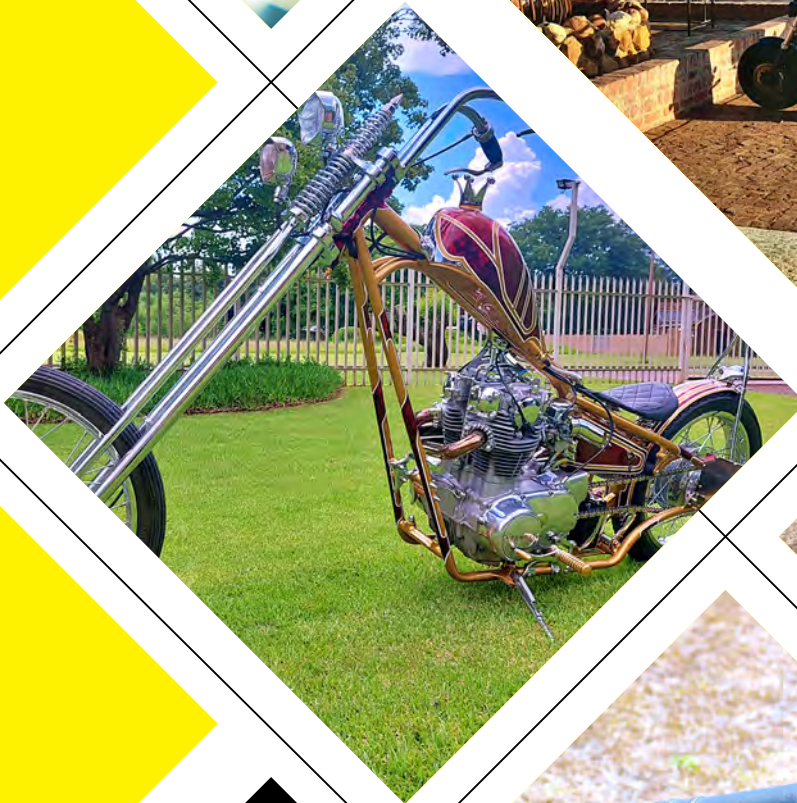




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CHATTER FROM THE EDITOR



DANIEL MARITZ

Hey everyone. Welcome to our special holiday edition, hopefully by the time you read this, you're one of the lucky folks who are already on leave. On this end, it's rush hour, getting everything ready for this edition, all while having loads of events getting in the way...

---oOo---

Like yesterday. I was sitting here, getting some proofreading and photo editing done on a Sunday afternoon when I received a message from a fellow biker who's been working in the US. "Hey Daniel, we're on our way with a few of our club members to a watering hole here in Worcester. Come and join us and say hello." Now let me explain. We've been in communication for a while on WhatsApp, but never actually met before. So I look at the missus and ask her if she's up for a beer with "strangers" (not that any bikers are strangers, we're all just brothers and sisters who haven't met). Less than 30 minutes later, we pull in at the "watering hole", and are greeted by a bunch of folks we never met before.

---oOo---

Immediately we greet each other with open arms and big biker hugs, and as bikers

do, we start chatting as if we're old friends. You know, shooting some shit, the regular talk... bikes, rallies, rides, etc. One beer later, Rudi (great to have met you and the rest of the gang brother!) announces the fire is already lit at his house, and we should join them for a drink there. Again, my wife and I look at each other, and since I'm easy, it doesn't take much convincing to have a nice chat and a drink or two with awesome people, so off we go!

---oOo---

So, one beer at the watering hole turned into many more drinks (and some spicy whiskies from the US) at Rudi's place, accompanied by lots of laughter, old riding stories, and the inevitable general banter.

---oOo---

THROTTLE OUT

MOTORCYCLE
MAGAZINE

**CALLING ALL MOTORCYCLE
CLUBS & EVENT ORGANISERS!**

**FREE TO
DOWNLOAD**

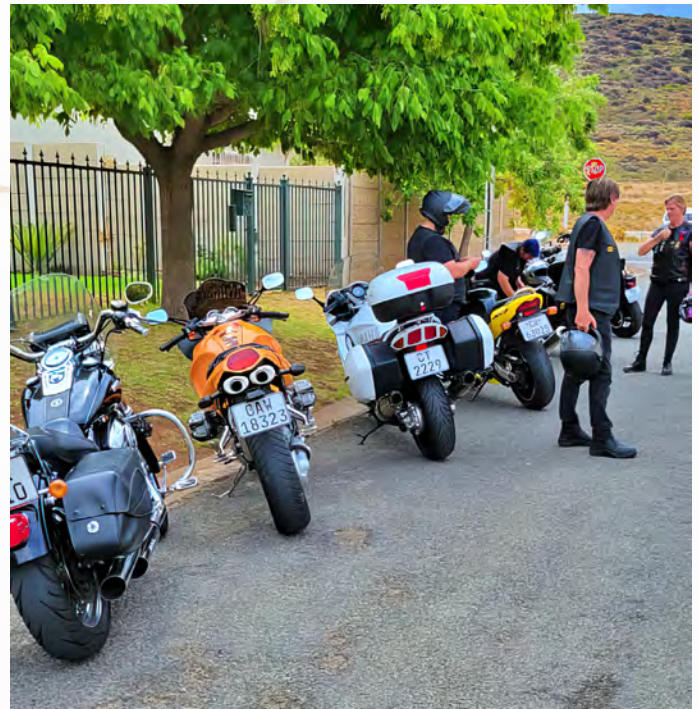
**ADVERTISE YOUR RALLIES,
SLEEPOVERS, DAY JOLS,
OR ANY OTHER EVENTS IN
OUR MAGAZINE!!!**

THROTTLE OUT is a "free-to-download" motorcycle magazine, by bikers, for bikers. The idea behind the concept is to give fellow motorcyclists the chance to tell their own stories, in their own words. What makes this magazine different from other publications is the content. All stories and articles will come from the mouth of fellow motorcycle enthusiasts, whether it's a lone rider, or a club (along with their own images), with no professional motorcycle journalists. And it's these same bikers we target as our readers.

**WE'RE LOOKING FOR THE FOLLOWING CONTENT & ARTICLES:
AWESOME ADVENTURES | STORIES | CHARITY RIDES | ETC.**

**CLUBS CAN SEND US EVENT FLYERS:
RALLIES | SLEEPOVERS | DAY JOLS | MASS/CHARITY RIDES | ETC.**

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And this is the best way to sum up bikers in general. Regardless of your history, from which walk of life you hail, your financial or social status, etc. When bikers get together, there's no judgement, no bullshit, we're just happy to be together, talking crap, having a good time. And this is the main reason for the Throttle Out magazine. To hear these stories, adventures and overall shenanigans. Getting to know brothers and sisters you would probably have never met... Expanding our way of life... And that, my friends, is why we don't have the regular

bike magazine articles, no professional writers – the stories come from the words of the actual bikers who experienced life.

---oOo---

In closing, to be, or not to be a biker, there is no question. We are bikers, and no one will change who we are. I hope you all have a wonderful festive season, stay safe on the roads, and from the very small Throttle Out team, we wish you a very prosperous new year! Keep the rubber side down!



**THROTTLE
OUT** MOTORCYCLE
MAGAZINE

.....
APPAREL STORE

Introducing our new range of biker themed apparel.
ORDER NOW!

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THROTTLE OUT

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CALLING ALL BIKERS AND CLUBS
WE'RE LOOKING FOR CONTENT!

FREE TO
DOWNLOAD

Did you or your club recently have an adventure, awesome ride, charity event, or just a get together with a fun story to tell? Then we want to hear about it!

We're starting a social motorcycling magazine, by bikers, for bikers, and need you to send us your stories, articles, events, etc. with photos, and we'll publish it!

All we need from you is to email us your content (written article and photos), and no, it doesn't need to be professional, we want your stories from your viewpoint, in your words...

We specifically want the following stories:

ADVENTURES | RALLIES | JOLS | CHARITY EVENTS
DAY TRIPS | MEMORIAL RIDES | FUN STORIES | OBITUARIES

We'll also do monthly featured articles:

WHAT'S HER NAME (an article about your ride)

IN THE SADDLE (interview with a biker, life story, a Q&A with a life long biker)

CONTACT US:

email: editor@throttleout.co.za | WhatsApp: 084 034 5500



FEATURED ARTICLES

WHAT'S HER NAME

WE NEED YOUR ARTICLE

If you have an awesome motorcycle, maybe you built your bike up, had a custom spray theme done, an award winner, or a unique story behind your bike, we'd love to know it.

Send us an email to discuss, and who knows, your bike may even end up on the Throttle Out cover...

EDITOR@THROTTLEOUT.CO.ZA

WWW.THROTTLEOUT.CO.ZA

What's her Name?

LA PUTA & THE ENFIELD a Yamaha XS650 & Royal Enfield Bobber, by Brett Allan

This XS650's name is La Puta, aptly named as she was a bitch and a pleasure to build. Like most kids, you see something that catches your attention, and it makes such an impression it stays in your dreams for years. I was probably 12 years old skateboarding on the streets of some back road

in Durban, where I spotted two odd-looking bikes parked outside a pub. They had these long, shiny tubes stretched from the handlebars at 45 degrees and on the other end was a skinny wheel, the seats were just as strange to me, the passenger was poised about a foot higher than the driver's seat and there was a backrest with a blanket strapped to it. At the time I didn't know what a king and queen seat was nor did I know how a springer front end looked or even worked for that matter. But these bikes mesmerized me from that day and I had to have one.

I have always had a passion for bikes and if I couldn't find a skinny chopper of my liking to buy, then I would build one and that's what I eventually did, 30-odd years later after seeing those Durban beauties.

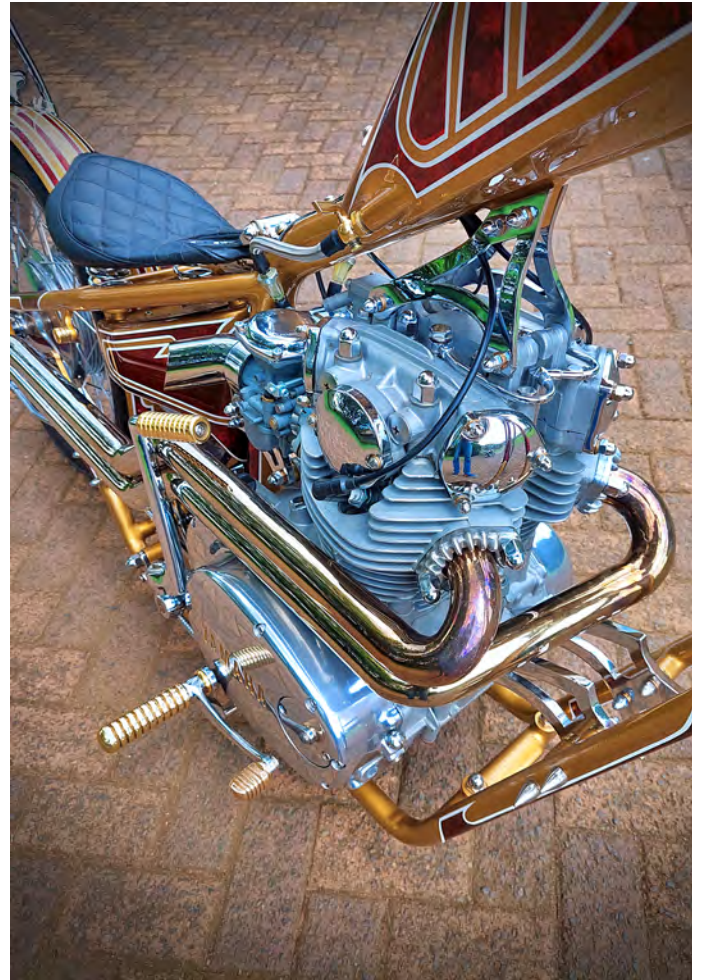


I looked for an air-cooled motor and found an XS650, the perfect motor for a build. Sketched up a rough drawing of what I had in mind, bought some cold rolled tubing and got cracking at it. I built the frame around the motor, stretching the down tubes forward to accommodate the long front end and on the opposite end, I made it a hardtail. Once the frame was done, I built the springer, also from seamless tubing and some laser-cut triple clamps. The fuel tank on the bike is the 4th attempt as I had to learn how to shape metal and

use the English wheel from scratch and eventually, I got the hang of it. The entire bike and parts, such as the engine mounts, brackets, seat, handlebars, pegs, foot controls etc were made by hand in my shed at home. Nothing was bought, besides the motor and wheels. So, it's a true one-off, 100% home-built bike.

The artwork on the tins and frame was painted by a mate of mine, Deon, he is extremely talented and precise. The gold has flake in it, there is some copper brown in the mix and pearl pin striping.

















Building this 70s-style, skinny-ass lane-splitting chopper triggered something in me, when the build was done, I wanted to do another one, one that is more of a daily ride and something I can sell. My lifelong bud, Martyn Porter and I discussed going into a building business together and decided on bobbing out a Royal Enfield as our first project. The Enfield is a bulletproof machine and what we thought at the time, an easy platform to start from. Little did we know the motor forms part of the frame, so we had a snag wondering if a hardtail was the right way to go. We decided to purposely over-engineer the new frame for extra rigidity and strength. The entire rear end was redesigned and chopped, we built the springer seat and rear fender. The bike is lowered two inches and has custom bars, pegs and some other trick one-off parts all fabricated in the backyard shed. The tins were painted by us, with a deep black base coat and around 6 coats of clear. The plan was to sell it, but neither of us has made any effort to advertise yet, I think we both love it too much so we haven't had the heart to sell it. The Enfield was taken to



a bike show a few weeks ago, when we entered the concourse competition, one of the judges said we can't enter as it's a bought bike and not built, now if that ain't a compliment then I don't know one. Not bad for our first build.







THROTTLE OUT

MOTORCYCLE
MAGAZINE



FEATURED ARTICLES

IN THE SADDLE

WE NEED YOUR ARTICLE

We'd like to get to know some of our special bikers.

We're talking about your old school bikers, interesting characters, people who's done amazing work within the motorcycling community, etc. We have a few questions we'd like to ask you. Please contact us to be featured in this monthly article!

EDITOR@THROTTLEOUT.CO.ZA

WWW.THROTTLEOUT.CO.ZA

IN THE Saddle

Daniel Maritz chats with Corne Moller

So what happens when I have someone lined up for an article, send through all the questions, and wain in anticipation for the article to come back, but nothing comes...? I know, I do an interview with myself. I know, I know, narcissistic lol. But who cares. The show must go on...

DANIEL: TELL US A LITTLE ABOUT YOURSELF.

Daniel: I grew up in Worcester, until the end of Standard 6 (grade 8 for the youngsters), when my mom got remarried. So I relocated to Paarl, where I stayed for another two years before relocating again to Tokai (Pollsmoor prison to be precise, the correct side of the bars of course lol). There I met, if I can call it meeting, since we actually know each other from being kiddies, my wife. So, let's call it as it was, we got reacquainted... I only got to see my dad each June school holiday on his farm in the Free State, but that was a highlight of each year – the "olden ways" of living... farm life in the Free State isn't for sissies! After school, my wife Lulu and I got married quite early (currently married for 23 years), and never looked back. I have worked in several industries, from being a prison warden, to years in the private security industry, retail, and later years as graphic and web designer – hence the idea of the magazine, with designing books and magazines being in my niche. As a biker, you already know my story, having started from a young age with my cousin riding off roads in school holidays.



DANIEL: WHAT MOTORCYCLES HAVE YOU OWNED?

Daniel: I've owned a number of bikes, and ridden even more... The first, second and even third bikes I rode wasn't mine (refer to the previous answer, they were my cousin and his dad's bikes). These included an old



My cousin's XT 350



Where my riding started, the Fat Cat - rode and jumped it like a MotoX bike...



Honda CB900F - Mine had an 1100 crank shaft fitted



Kawasaki Z400J - I had an RC fairing on mine

Suzuki RV90cc Fat Cat, a Jailing 50cc and a Yamaha XT 350.

The first bike I actually owned, right after school, was an old Kawasaki Z400J, which I crashed in De Doorns. Thereafter I went through a bunch of bikes, including a Honda CB900F (I like those old big bikes), several off-riders, my commuter Honda XL 500 (on which my wife learnt to ride; madness, I know lol), and finally I transitioned to Harleys, with my first being a custom 2006 Chopper Bobber Dyna Super Glide named Delilah – she lead me to temptation...



Honda XL 500 - what fun! Taught my wife to ride on it



Harley-Davidson Dyna Super Glide Chopper Bobber named Delilah

DANIEL: AND CURRENT MOTORCYCLES?

Daniel: Currently I ride a Harley-Davidson Dyna Streetbob named Black Betty.



Black Betty on a ride-out

DANIEL: ARE YOU A MEMBER OF A CLUB? IF SO, WHEN, AND HOW, DID YOU JOIN?

Daniel: Yes. I am a proud member of the Order of The Dragon MC. I joined the club only recently (actually soon after Lockdown was implemented – there’s a new meaning

for me of AC and BC – Before Covid and After Covid). The reason I joined the club was due to their values, the inclusion of the whole family, and my brothers and sisters became friends before I joined, so I decided these are the people I can call family... My family will do anything for me, and vice versa.

DANIEL: WHAT OTHER CLUBS HAVE YOU BEEN IN, IF ANY?

Daniel: None. I’ve been approached in my life by many clubs before, but never found the qualities I hold dear to give me the motivation to join. I have always had the believe of “no one will tell me when and where to ride, or what to do”. So the club life never appealed to me, until I met my fellow Dragons... and the rest is history.

DANIEL: WHAT IS YOUR MOST TREASURED POSSESSION?

Daniel: My wife and kids, 100%. Possessions are nice to have, of course, but through my whole life, through all the ups, and difficult downs, my wife and kids have always been

there, supported me, and lifted me up when I had those very low periods. When looking at actual earthly stuff, definitely my bike!

DANIEL: WHEN AND WHERE WERE YOU HAPPIEST?

Daniel: Why did I put in this question, now that I have to answer it myself, it's bloody difficult lol! The short answer is always. Yes, there's always those time when you get to low points in your life, but overall, as long as I have my wife, kids and family of biker brothers and sisters, there's not much to complain about. So, in life, I'm as happy as a clam when I am surrounded by my loved ones, and even better when we're all out on the road with the steel machines we all love. Apart from my loved ones, I'm absolutely happiest when I'm on my bike. Every now and again I just take the road to clear the head, refresh, and hit the reset button.

DANIEL: WHAT WAS YOUR MOST EMBARRASSING MOMENT?

Daniel: Nope, not answering this one lol.

DANIEL: WHAT IS YOUR FAVOURITE RIDE DESTINATION?

Daniel: Anywhere... The best destination in my opinion is when you have no idea where you're going. My plan for the next year is to do a road trip with no plans, some cash in the pocket and a tent on the bike. Who knows where I will end up...? In reality however, I would say where the road is smooth, the twisties are flowing, and the destination have some cold ones in stock.

DANIEL: DO YOU HAVE ANY UNFULFILLED AMBITIONS?

Daniel: Yes, I still want to tour the

whole country on my bike. Many people (apologies to the ADV riders) travel the country, and even outside SA, but I am content with just riding inside our borders. We have such stunning places, and I want to visit them all. Of course, I'd love to go to Sturgis and Daytona Bike Week, but suppose that will have to wait till I'm old, wise and have some moolah lol.

DANIEL: TELL US A JOKE.

Daniel: I got a joke about a donkey... anyone who has the odd 2 hours to kill can come around and I'll tell the short version of it. Be warned, however, it's the shittiest joke in the world.

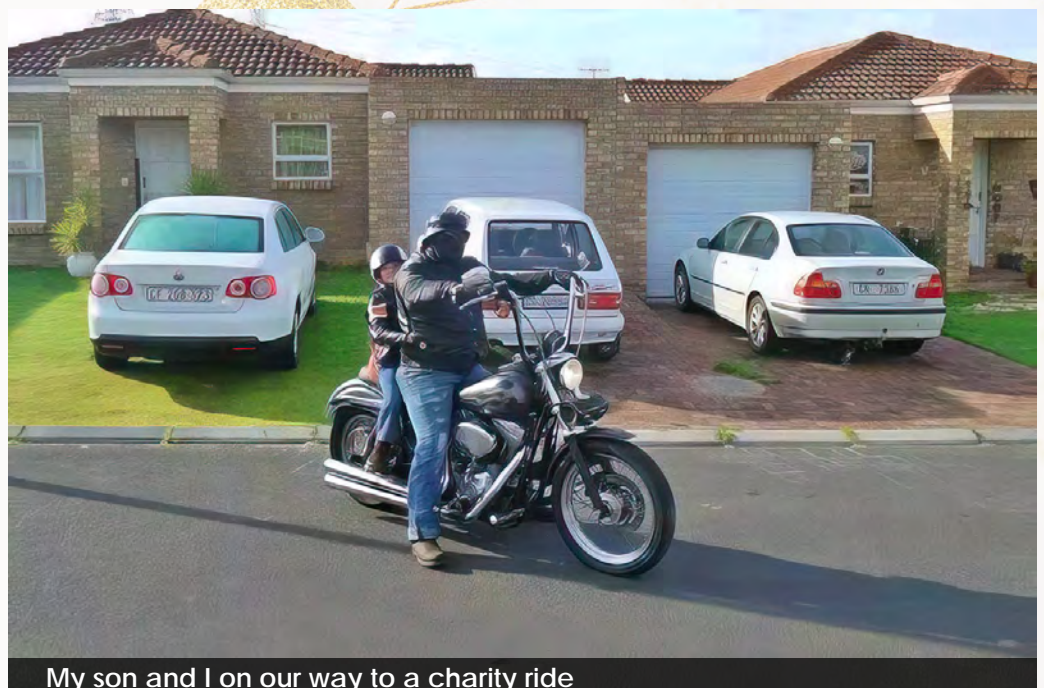
Here's one sponsored by my daughter: Why is dark spelled with a "k" and not a "c"? Because you can't see in the dark... ta daaa! Dad joke!

DANIEL: WHAT SONGS REMIND YOU OF YOUR YOUTH?

Daniel: Metallica – Wherever I May Roam. I just started my rebellious phase, and this was kind of my theme. I just got into rock, metal, etc, and this song just spoke to me.

DANIEL: WHAT'S YOUR FAVOURITE SONG WHILE RIDING, AND WHY?

Daniel: Honestly, I don't have a single one, there are too many greats to choose just



My son and I on our way to a charity ride

one. I'm old school and listen to all the greats, Led Zeppelin, Deep Purple, Metallica, G'nR, The Who, Pink Floyd, the list really goes on forever. So, I have a long playlist with all those bands' tunes I love listening to, not only while riding, but all the time. And then there's this one song always stuck in my head when stationary at a robot ever since a dear friend Chané said that's her riding song (thanks girl, your contagious... lol) – Jungle Book, Bear Necessities... when you see me in the saddle moving at a red light, I'm singing that crap to myself ha-ha.

DANIEL: WHAT MESSAGE DO YOU HAVE FOR THE REST OF THE MOTORCYCLING COMMUNITY?

Daniel: Ride. Just ride... We all love bikes, so we need fewer politics and more riding since that's what brought us all together. We, as bikers, need to drop all the crap, hang-ups and politics, and just ride more. What's better than an awesome ride and the get-together afterwards with great friends and family?

DANIEL: AND FINALLY, IN CONCLUSION?

Daniel: We need to educate the general public about bikers, our lifestyle, and the

great work we do for others. As an example, a few years back, we did a charity ride for a girl with terminal cancer (this was a very sad day for us all, to see all those big, rough bikers, myself included, with not a dry eye to be seen...). We departed early the Sunday morning, and with a few bikers in our neighbourhood, there were the inevitable few bikes departing simultaneously from the area. Some people obviously took to the keyboards on their phones, complaining about the bikes "screaming" down the streets... I didn't even see the messages on our local WhatsApp group until we got back. I kinda lost it at that point, but the wife then quickly informed them why we all rode that day, and since then, when people hear and see us ride, they thank us for the good we do...

So there's this misconception of what we're all about, and I feel we need to educate the public about this. Yes, we're still a bunch of hooligans and misfits, but we're also loving, and caring and give wholeheartedly to others in need. We care with passion!



My current ride - Harley-Davidson Dyna Street Bob named Black Betty. There's a story behind the g-string on the back... ;)



Where to go
THE BIKE STOP

The Bike Stop is located at 10 Tenant Street, Barrydale, behind The Country Pumpkin, and is owned and operated by me, Monique De Villiers (Monz).

The Bike Stop Guest house was established in the year 2000. With the love and passion that I have for biking, I wanted to give riders a clean, safe and comfortable place to rest their heads for the night. At that time the Bike Stop was the very first biker-friendly Guest House on Route 62.

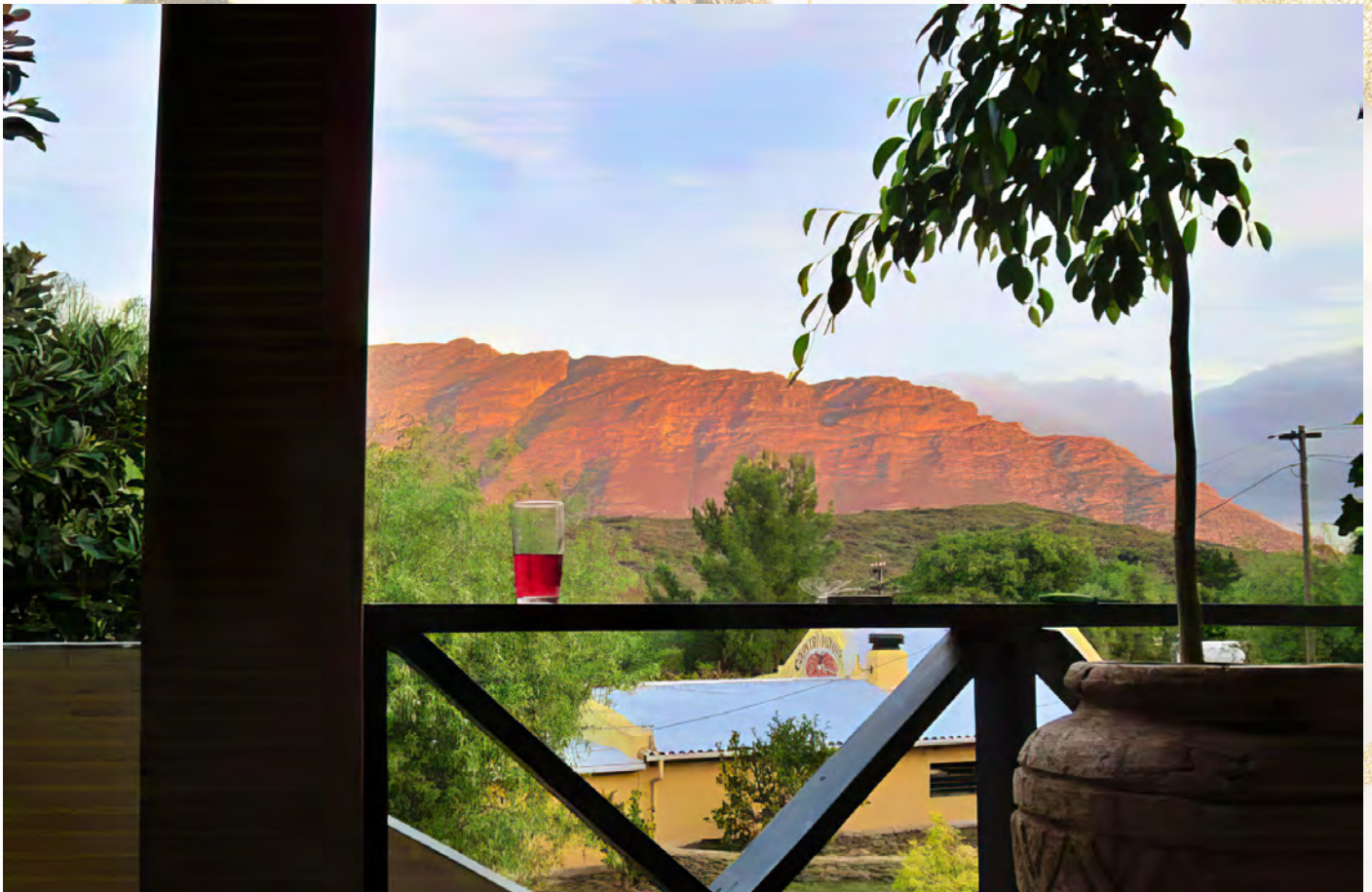
Riders are always met with open arms and if it is your first time staying you will receive a free badge for your waistcoat or jacket.

What makes the Bike Stop unique is that there is a massive steep area where riders may park their motorcycles out of the elements, a braai area around the back of

the house, no neighbours to complain, clean, comfortable and hot showers, plus it sleeps 7 singles. If it's 3 couples plus 3 singles, then it sleeps 9 in total.







One of our many attractions for riders is our stunningly beautiful Tradouws Pass, with curves and stunning scenery to enjoy, perfect for that photo with your beloved bike.

There is a braai every Friday night at the Broken Sprocket Pub at the Country Pumpkin; this is a biker pub, you may pre-order braai packs or bring your own. There is a choice of 4 salads to choose from, those are free of charge as long as one supports the pub. Breakfast is included at The Country Pumpkin in the morning.

Always a great atmosphere with locals and interesting stories going around.

Contact Monique at:

082 818 5687

mnqdevillers60@gmail.com



THROTTLE OUT

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FEATURED ARTICLES

WHERE TO GO

WE NEED YOUR ARTICLE

As bikers, we're always on the lookout for those awesome destinations, the lesser known pubs or biker hangouts. We'll be doing a series of featured articles about these biker spots, so if you know of a venue, pub or themed hangout, or are the owner of one, get in touch and we'll do a featured article on your secret spot!

EDITOR@THROTTLEOUT.CO.ZA

WWW.THROTTLEOUT.CO.ZA



THROTTLE OUT

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FEATURED ARTICLES

THE PATCH

WE NEED YOUR ARTICLE

There's always an interesting story behind a club's patch, like when and how a club started, the meaning of the club's patch, who the founding members were, etc. To be featured in one of these articles, email us.

EDITOR@THROTTLEOUT.CO.ZA

WWW.THROTTLEOUT.CO.ZA

The Patch

DROPOUTS MCC



Dropouts were established in 2000 by Uncle Feff Palvi and Bubbles as an MC. Uncle Feff passed away in 2010 and Aunt Bubbles in 2017.

We took over in 2018 from their daughter Mariska Palvi, a current founding member. We went through all the protocols and in 2019 became the Dropouts MCC Cape Town.

We are a small, close group of friends in this club with ten members in total.

JP (President)

Francois (Vice President)

Adel (Pro)

Bianca (Secretary)

Gideon/Elska/Zonikae
(Members)

Fanie (Prospect)

Tristan/Tiffany (Juniors)

We're a small club, but with hearts, and we







achieved big things in biking and are growing stronger. Everyone out there in biking now us and who we are. Cool, loving people, always helping others with respect for other clubs.

So far, we have won five Best-Spirited Club trophies and two Most Blankets By A Club at the CMA Blanket Run, and have hosted two dayjols with big success. We are open to new members that want to be a Dropout and enjoy the ride to the future.

DFFD



A



Armistice Day Celebrations

by the
Memorable
Order of
Tin Hats



Story: Sharlton Groenewald
Photos: Sharlton Groenewald

The Garden Route MOTHS Motorcycle Association took part in the Armistice anniversary parade ride on Saturday, November 12, 2022. The procession was held to honour

the servicemen from the region who died in various conflicts.

The parade also celebrates the signing of the Armistice between France and Germany on November 11, 1918. This treaty ended World War I and is commemorated annually in South Africa and other European nations.







The riders gathered in George, from where they left towards Hartenbos. Motorcycles and tricycles of all sizes and shapes arrived at Hartenbos. The roaring bikers reunited at the seashore in Hartenbos and went ahead to de Bakke, where they were escorted to the Punt Cenotaph by Mossel Bay Municipality's Law Enforcement and traffic services.

Several motorcycle aficionados of varying ages travelled from all around the Southern Cape to participate in the ride.



Wreaths were set at the memorial stone to remember the fallen warriors, and two cannon rounds were fired.

The event drew many locals and guests. This was an excellent chance for history buffs and young people to become engaged in Mossel Bay's history.

Mossel Bay, which held the Buffalo Rally the week before, is quickly becoming a favourite destination for motorcycle events.

Memorable Order of Tin Hats (MOTH)

The MOTH was founded on May 7, 1927, to offer help to troops in need and to remember those who died in battle.









We attended the **Beaver Rally**



Story: Emmirentia Coetzee

Photos: Emmirentia Coetzee

As mentioned previously to the Throttle Out editor, Daniel, there are not many old-school rallies anymore, with cars being allowed onto the campsites.

Well, I can honestly say that the Beaver Rally is still one of those old-school rallies.

The beaver was last Saturday at the Bike Forge on the farm De Heuvel 8 km from Tulbagh on the R46 between Tulbagh and Wolseley.

The first 5 photos show the entrance with plenty of space for bikes to park and a terrace where one could hang out and relax with buddies catch up with others and watch the band playing.

There are braai spots near the Terrace

and we had a lekker braai on Friday; Saturday morning and evening.

The second last photo is husband (Guillo Coetzee) with longtime friend (Alan Harper from the Goodmen) whom we mostly only see at breakfast runs and Rallies. So a great time to catch up with the perfect setting.

What is great about the venue is that



there are tents that one could hire. Just big enough for 2 beds and the bedding is included.

Very comfortable and great if one is not in the mood to pitch a tent. The last photo gives an idea of how it looks.

Actually also no need for a backup vehicle, because you can then just bring your own drinks and food that one would normally lack when you have no space on the bike depending on the gear you have to pickle with.

This is of cause for the bikers that do not have a backup option and prefer to keep it

old school and to travel only by bike.

Again, the Beaver is not a big rally but has a lot of soul and if one can just put all the stories together, one can only imagine the entertainment it gives to others.

This is also one of the few Rallies that you can pitch up alone without any buddies but feel welcome in a heartbeat because you can talk and mingle with everyone.

Everyone has only one thing in common and that is the love of bikes and biking.

Truly an old school Rally that deserves the word "Old School", No cars and children.





MY HARLEY

My Story

Story: Sue Baard

Photos: Sue Baard

At the wonderful age of 54, I decided to start riding.

I wanted a Harley.

The last time on a bike was riding with my Dad as a teenager.

I booked two lessons at a riding school. And to the amusement of the two young instructors, off I went on the roof of a shopping mall. I had no clue how to change gears or even where the brakes were!

After two lessons I bought a Suzuki 150, to get used to riding on the road... wanting that Harley!

Four times I went to a Harley dealership and the salesmen laughed and discouraged me to buy an 883, saying I won't be able to ride it, as I am 1.6m.



So buggar them, I found a Harley for sale, for a good price. Lady seller.

Having no knowledge of bikes, I bought this bike in blind faith. When I got on her, I knew this was the bike for me.

It had a skull on the tank which I didn't like, so I shopped around a bit for someone to change it for me.

I found an absolutely brilliant artist, Leonard Myburgh, who turned my Harley into this beautiful piece of art.

I absolutely love riding her and showing her off.

And middle finger to the salesmen that didn't want to help me!

I named her Savannah-Grace.









Harley Davis



Widdson



Story: Ian Blomeyer

Photos: Ian Blomeyer

I, Ian Blomeyer, had been to northern Namibia on a 4x4 trip in 1995 and I wanted to do a similar trip in this area as an offroad bike trip. Having read extensively on various forums and in outdoor magazines about northern Namibia my desire was fuelled when a mate in JHB, Darren, mentioned to me that such a trip was on his bucket list. We soon set a date, deciding on May month as the weather would be the most suitable considering we wanted to camp as much as possible. Very quickly a party of four was put together, including my brother Kevin and another

mate from Cape Town, Werner.

I drew up the basic plan for the trip which was fine-tuned by Darren and Werner. Werner was given the task of putting our route onto GPS. Planning took a total of 5 months which included planning the route, camping accommodation, petrol, food and water, the latter of which we would have to carry part of the way. Careful packing and planning had to be considered in order to keep our bikes as light as possible. It was not our intention to visit game parks. We simply wanted to experience Namibia on our bikes.

Coming from different provinces we arranged to meet up in Grobershoop. From

our 2,000km on 500cc bikes NAMIBIAN tour



here we travelled the next morning, 1100km by vehicle, with our bikes on trailers, to Windhoek via the Ariamsvlei border crossing. In Windhoek, we overnighed with a friend and visited the well know local tavern, Joe's Beer House, having seen it on a television programme. After a wonderful evening at Joe's, we left next the morning for Usakos, a total of 210 km with our vehicles. At Usakos we left our vehicles and trailers with a very friendly and accommodating, local garage owner, as previously arranged. With great excitement, our bikes loaded and kitted up, we immediately left for Spitzkoppen travelling via back roads and on footpaths. We overnighed at Spitzkoppen, camping under the beauti-

ful boulders and watching a magnificent sunset. The following morning, our route would take us on footpaths and back roads to Uis for a petrol stop and a much-needed coke! This is where we decided to split up into two groups – Kevin, on the heavier bike a KTM790 and I on a KTM500 would stick to the gravel road route to Plamwag Lodge campsite where we would all meet up again - the KTM790 was just too heavy in the dry, sandy river beds. Darren and Werner kept to the riverbed route. After setting up camp at the lodge we enjoyed a refreshing swim after a hard 275km ride. Werner and Darren joined us later after their very technical and exciting ride, Darren on his Honda 650 and Werner on his KTM500.







We all agreed that the KTM500 is definitely the weapon of choice for this type of trip!

The following morning we filled up with fuel and set off to Opuwo Country Lodge camp. Again we decided to split up as before for a total distance of 225km. This was a very scenic route with a number of breaks and photo opportunities including



beautiful Baobab trees and wild animals. With no previous booking, we checked in at the lodge with the very helpful and friendly staff. The camp was set up quickly with Darren and Werner arriving sometime later after their technical ride which included lots of river crossings and animal sightings.



On leaving Opuwo Country Lodge the next morning, we filled up with 7 litres of extra fuel each, knowing that we would be unable to get fuel for some distance. Our next stop was Epupa Falls Lodge campsite via Swatbooisdrift, a total of 227km. We kept to our plan of splitting up mainly because of dust and Darren and Werner later opted to do a more technical route



once more. This proved to be yet again a very scenic route. After Swartbooisdrift we turned west and followed the Kunene river – a truly magnificent part of our trip. On route to Epupa Falls, the temperature was around 33C. It was slow going for Kevin and I, with lots of rocky hills and dry riverbed crossing. We came across Camp Cornie



where we made a welcome stop for a cold coke knowing we had another 30kms to go. It was a welcome relief when we arrived at Epupa Falls after a full, eventful day of riding. We had made a prior booking and were to spend two days catching up on some much-needed washing and doing the odd bike maintenance. A few hours after arriving we received a message from

Darren and Werner saying that they had arrived at Camp Cornie and would not be able to join us as planned – it was simply too far and too late.

The following morning, we were pleased to meet up with Darren and Werner and spent our second day relaxing, enjoying the beautiful deck and falls and the treat of a restaurant. A most enjoyable stay – highly



recommended!

With Epupa Falls being the northernmost part of our trip, the four of us set off with our bikes loaded for the famous Van Zyl's pass. The total distance for the day would be 150km including a planned stop at Okangwati for fuel. It was recommended to stop



at Alfons Restaurant for the fuel which we would get in containers from the owner, Emelda. On arrival not only did we get fuel, but we also enjoyed ice-cold coke, tasty hot chicken and the most divine bread rolls! A must-have on this route!

From here the route was very technical, rocky and slow going with temperatures



reaching 33C which added to the challenge. Our landmark was Rooidrom then on to Van Zyl's pass. This section proved to be particularly rocky. Whilst we had planned to camp at the top of Van Zyl's pass our adrenaline was pumping and so we decided to push on and camp at the bottom of the pass instead. On the way down we noticed two double cab wrecks



mid-way. This pass is not for the faint-hearted! On arriving at the bottom of the pass we discovered that Kevin's bike had a flat front tire which we quickly attended to. Doing the pass in one day from Epupa Falls, was a huge achievement. After a beautiful night of wild camping under the stars and a





good night's rest next to the dry river bed, we headed for our next stop which was to have been Marble Camp.

On arrival at Marble Camp, we found the camp to be closed however we made use of the opportunity to take in the site of the open marble quarry – a site to behold! With petrol getting very low, we pushed on to Orupembe where we hoped to get fuel. On arriving at “The 1 Stop Shop” at Orupembe we, unfortunately, were unable to get the fuel which Kevin and I desperately needed. Knowing we had a range of around 100km Kevin and I decided to take the long, straight desert road to Puros with Darren and Werner taking a more technical river route as they had more fuel. We were relieved to finally make it to Puros. It was on this route and having read about the Namibian Stone Men by an unknown artist, that Kevin and I were delighted to find number 27. What a great find and photo moment!

The road to Puros was unbelievably desolate. Kevin and I got to Puros tired and immediately found Omenje Campsite which was welcoming, with very friendly staff. Not long after our arrival, we discovered that the Manchester Shop from where we were going to get fuel, had run out. We knew that Darren and Werner would be heading



for the Manchester Shop for fuel as well, so we left a message for them, to find us at Omenje Campsite.

The Omenje Campsite manager made arrangements with a friend to collect 80 litres of fuel for us 250km, away at Palmwag. This came at a hefty fee to us and it took two days to reach us.

Having filled up with fuel, we left Omen-

je Campsite and on the advice from a tour operator, Kevin and I decided against doing the Puros canyon route because it was very wet. The two lighter bikes kept to our original plan of doing the canyon route which proved to be spectacular.

Kevin and I also had a very scenic ride toward Sesfontein where we were to camp at Ongongo Hot Springs. However on the recommendation of a tour oper-



ator we were discouraged from going to the springs. We, therefore, headed for Palmwag where we were to get our next fuel and then onto Brandberg White Lady Lodge for the night. This proved to be an incredibly long and hard day – in the region of 550km and 12 hours of riding. Feeling exhausted Kevin and I decided to book into the rustic tent accommodation at the Lodge, and enjoyed a hearty meal at their restaurant. In the meantime, Darren and Wener overnighted near Sesfontein.

Whilst we had arranged to meet up with Darren and Werner at the White Lady Lodge the next day, we made the decision to contact them advising them to skip the Lodge and meet us at a BnB in Usakos. The next day with bikes loaded we headed for Windhoek then Keetmanshoop, homeward bound. Sadly, the end of our trip.

It is difficult for us to specify a highlight of this wonderful trip. It was simply amazing from start to finish.

Cheap camping, basic food, the cost of fuel and general camping and biking equipment can add up. Travelling from our home towns to the start of the bike trip also needs to be considered. All in all, the trip cost us approximately R15,000 each with a total distance of 2000km done on the bikes.



4,000 kilometer West Coast Tour

Story: Johan Steyn

Photos: Johan Steyn

West Coast Tour – Monday 16 November 2020 to Sunday 22 November 2020.

Day 1 (Monday): - Krugersdorp to Augrabies Waterfalls (890km)

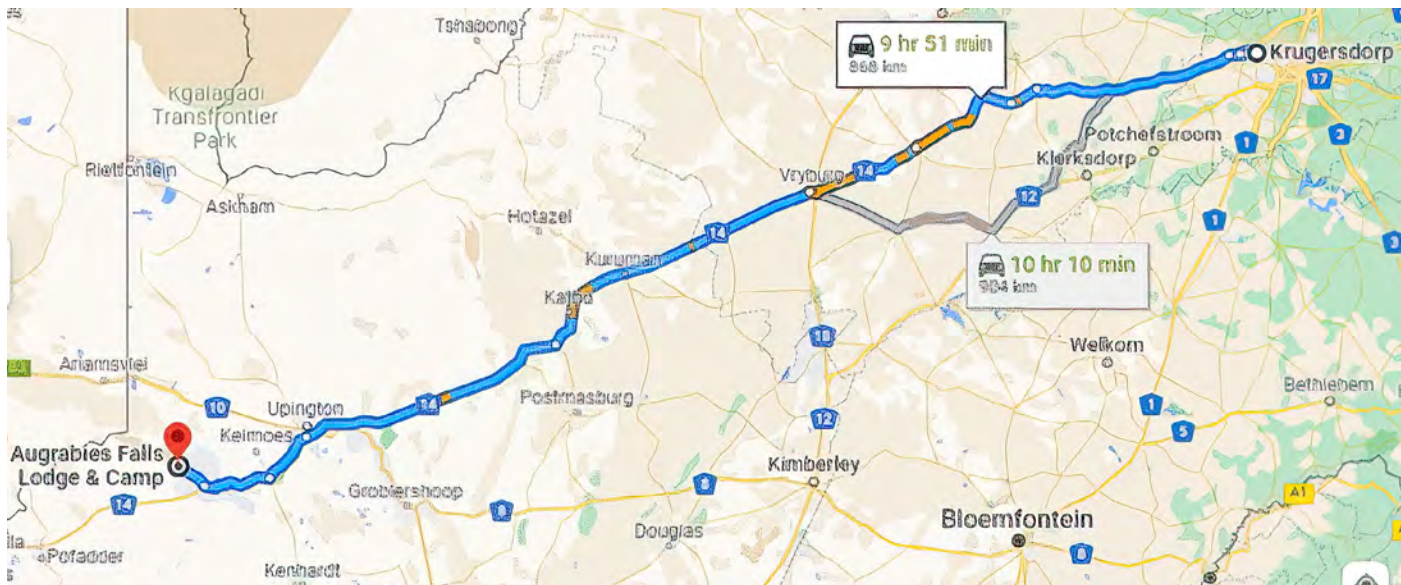
We met up at N14/R47 Junction Sasol Garage Pine Haven (West Rand) on a lovely Monday morning at 06:00 and Left at around 06:20. The three of us Ben (Roodepoort), Johan (Author from Krugersdorp) and Hendrik (East Rand) filled up at Pine Haven Sasol. Hendrik had a ± 80km longer route to ride as he left early from the East Rand to meet us at Pine Haven Sasol.

The planned route took us through small

towns like Ventersdorp, Coligny, Biesiesvlei, Sannieshof, Delaryville, Vryburg, Kuruman, Kathu, Upington, Keimoes, Kakemas and Augrabies Falls Lodge & Camp.

We refuelled at Delaryville and wanted to have breakfast but the town was still asleep. When we arrived at Vryburg around 09:00 we stopped at Mams restaurant / Deli-shop for a hearty breakfast. We pushed quite hard as we were still fresh and we stopped in Kuruman at the Eye of Kuruman to stretch our legs and a bit of rest.

We stopped and refuelled again at Kathu and had a nice cold drink. By now the temperature reached just over 30°C. We left Kathu and 20km before Upington my bike showed the temperature to be 41°C and the bike's Oil temperature was running at 98°C, we stopped and took



a break. In Upington, we stopped at the Orange River Cellars and had some snacks and some wine tasting in a very welcomed and well-cooled wine-tasting room. We also stocked up on wine for the route ahead – ha-ha. We stopped and refuelled at Kake-mas and had a small break at the water wheel a national monument.

We met up with Connie at Augrabies Falls Lodge and Camp at around 15:50. We packed all our camping gear as the plan was to camp at various places. Connie arrived before us from Langebaan and already pitched his tent and relaxed on his cooler box when we arrived. Connie was so kind to have some ice-cold beers on ice in his cooler box ready for us to enjoy. I took 2kg of frozen spare ribs (wrapped in newspaper) from JHB for the braai that evening. The facilities at Augrabies Falls Lodge and Camp were good and we had some nice green lawn to pitch the tents. The ablution facilities were adequate. The cost of camping for the four of us amounted to R 400,00.



Kathu refuelling



Taking a break just before Upington



Mams restaurant



Ben & Hendrik at the Eye of Kuruman



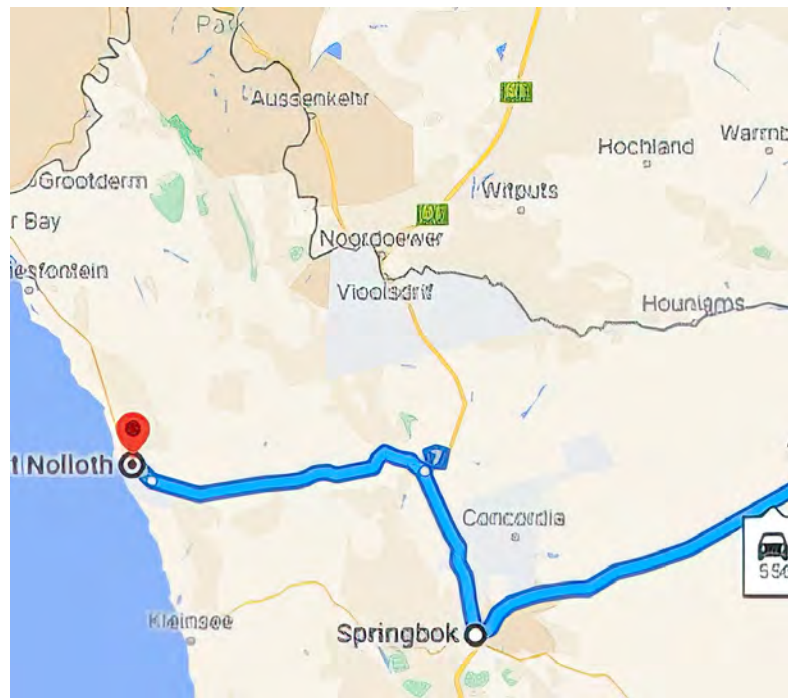
Orange River Wine Cellars



Waterwheel at Kakemas

Day 2 (Tuesday): - Augrabies Waterfalls Lodge to Port Nolloth (Via Riemvasmaak – 571km, 70km Gravel)

The planned route took us from Augrabies Falls Lodge, Blouputs, Vredesvallei (just over the Orange river) over the “Benede Oranje” bridge, Riemvasmaak, Kakemas, Poffadder, Aggenys, Springbok, Steinkopf and onto Port Nolloth.



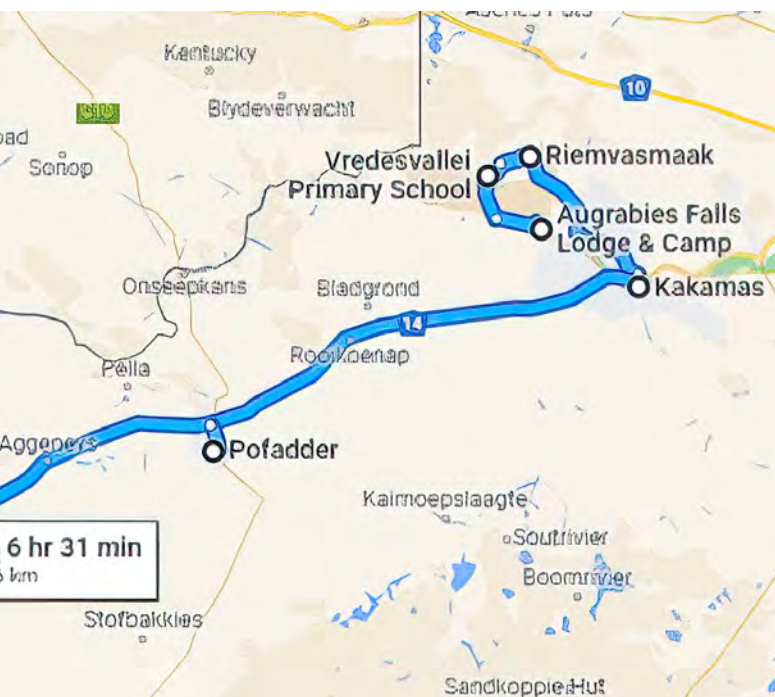
Augrabies Falls Lodge & Camp

Connie was the first to rise as usual and made such a noise that no one else could sleep. We were having coffee and rusks at 04:30 and packed at 06:00!! We had to wait for the reception to open to settle the bill and left at 06:40. We travelled past Augrabies Water Falls to Blouputs and Vredesvallei. The road from Vredesvallei to Riemvasmaak is a fair gravel road and some parts onto a “two-spoor” Road. The land is desolated, barren and dry; it must be the driest part of our country that I have encountered. There were almost no fauna and flora. We stopped off at the information centre just outside Riemvasmaak. Unfortunately, the hot springs were closed as the workers were too busy elsewhere to unlock the gate. We stopped at a local “Spaza shop” for a cold drink as it was already getting hot at 08:45. The gravel road between Riemvasmaak and Kakemas was badly corrugated but we could manage



Preparing for the braai

80-100km/h on the gravel. We stopped at the "Pink Padstal" in Kakamas for something to eat and refuel. We refuelled again at Pofadder. Connie led the way from Pofadder to Springbok. The road was very quiet and there was almost no traffic on this stretch. This is also the most barren part of our country and very dry. While Connie kept the pace at a steady 140km/h we at



the back started to fool around. We slowed down to 90km/h. Ben on his BMW 1200 GS (Air-cooled), Hendrik on his BMW 1200 GS Adventure (Liquid Cooled) and me on my KTM 1190 Adventure R. Ben and Hendrik rode next to each other, and I followed them. We were all in 6th gear and opened up on Ben's hand signal. Surprisingly Ben with the air-cooled pulled away from Hendrik and I passed and left them both at 150km/h. I backed out at 213km/h on the GPS. The difference was that the Catalyser on ben's bike was removed. We had a light liquid-lunch in Springbok. The wind started to pick up and the closer we got to the coast the harder the wind was blowing. The weather also changed from Very hot to cold. When we stopped next to the road between Springbok, and Port Nolloth I found that the bracket of my GoPro broke, and I have lost my camera. We arrived in Port Nolloth, met up with my retired col-

league (Theuns Botha) and stopped at his house where we would overnight. After some beers and some catch-up, we hit the beachfront for a few liquid sandwiches. Theuns took us on a site-seeing tour through Port Nolloth and onto Mc Dougalls Bay on his 125cc Scooter. Theuns took a shortcut through thick sand and Hendrik put his GS adventure down in the sand. We helped him up quickly as Hendrik had a back operation recently. Then Ben also got stuck and put his bike down only at a slight angle. But he picked up his bike and spun it out of the sand. That evening we had a very nice meal at the Scotia Inn Hotel and retired to Theuns' house.



Augrabies Falls Lodge & Camp



Blauputs & Benede Oranje Bridge



Barren country direction board



On the way to Hot Springs & Riemvasmaak



Connie, Ben, Theuns & Hendrik



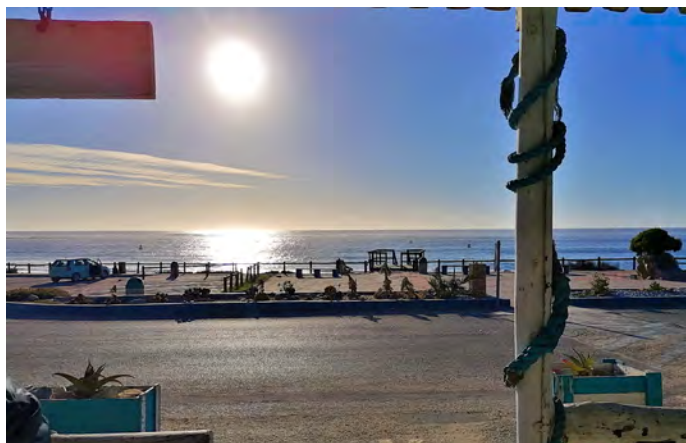
The local "Spaza Shop" in Riemvasmaak



Connie, Ben, Theuns & Johan



Ben, Johan & Connie inside the "Spaza Shop"



Port Nolloth...



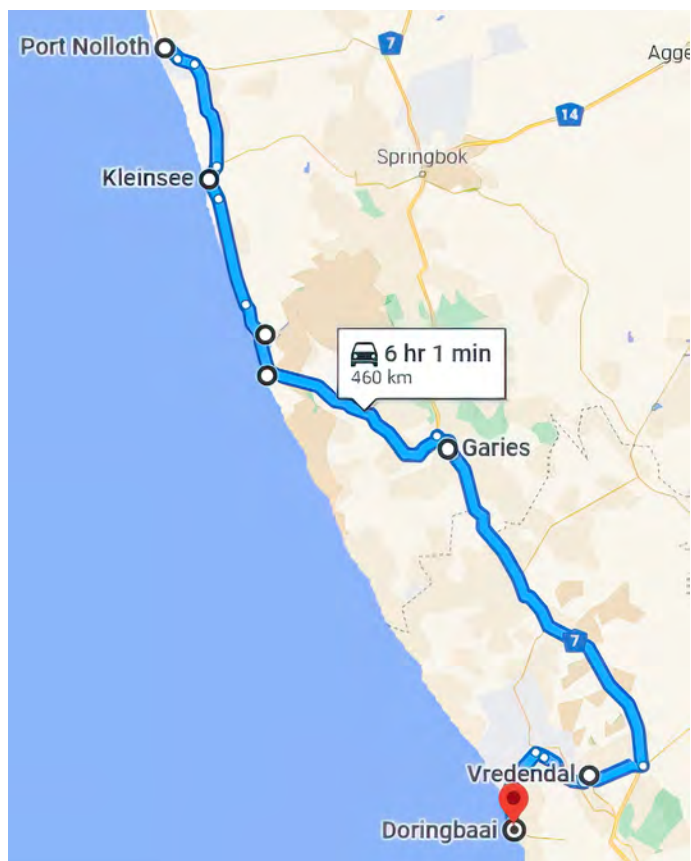
Pienk Padstal



...beachfront

Day 3 (Wednesday): - Port Nolloth to Doringbaai (Total 456km of which 220km is gravel)

The planned route took us from Port Nolloth to Kleinsee, Koingnaas, Hondeklipbaai, Garies, Nuwerus, Vanrhynsdorp, Vredendal, Lutzville, Strandfontein and onto Doringbaai.



As usual, Connie was up bright and early and Theuns was so kind to help us prepare breakfast at his expense. Before we left, we signed bottles of wine we purchased in Upington and handed them to Theuns. We left Port Nolloth at 07:15. The gravel road between Port Nolloth and Kleinsee was recently graded and easy-going and a scenic route. In Kleinsee we stopped off at "Die Blikbord" restaurant as well as the Crazy Crayfish restaurant. The inside of the Crazy Crayfish is something to see with old small motorcycles hanging from the roof and a well-equipped, stocked pub and a lot of memorabilia on the walls.

The road between Kleinsee and Koingnaas is a well-maintained tarred road and a pleasure to drive and easy-going.

Growing up in KZN the fauna and flora in the area are quite different than on the East Coast. Here we were riding through the "Karoo Bossies" right next to the sea it was absolutely amazing. From Koingnaas to Hondeklipbaai the gravel road was easy-going. At Hondeklipbaai we stopped at Sam's Restaurant and had something to drink and eat. The gravel road between Hondeklipbaai and Garies was badly corrugated and shook the living daylights out of us. Ben had to do some repairs next to the road as he was losing a "Tool Tube". We refuelled at Garies and headed for Vanrhynsdorp via the N7 route. A West wind picked up every afternoon making the drive very difficult. From Vanrhynsdorp to Vredendal we drove into the wind which was a bit easier. Outside Vredendal on the way to Doringbaai Ben and Hendrik stopped to show us the enormous train bridge. We finished the route of the day at Doringbaai and hired "Die Anker" self-catering house for the evening. We enjoyed some beers and recapped the day's route and sights. We had some "Hotnos Fish" at the Doringbaai "Seespens" Restaurant which was awesome!! After some more beers and wine, we retired for the evening.



Handing over the signed bottles of wine



Ben at a crossing



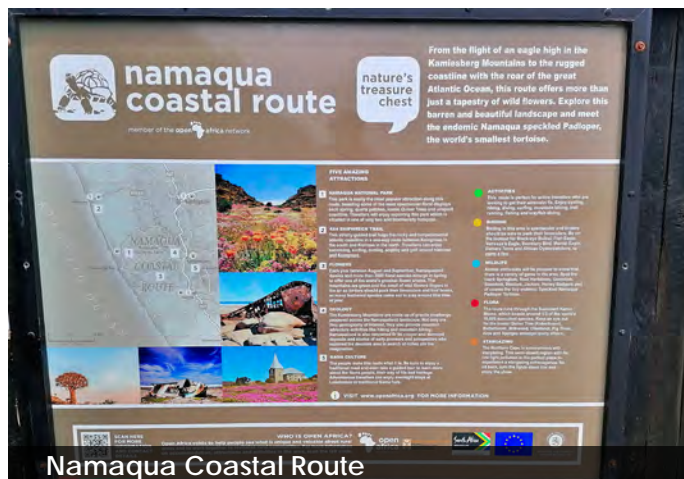
Entrance to Kleinsee



Hondeklipbaai



Crazy Crayfish Restaurant...



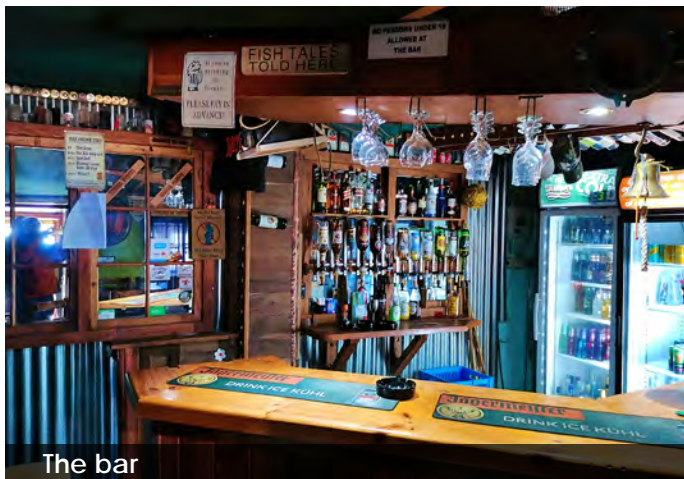
Namaqua Coastal Route



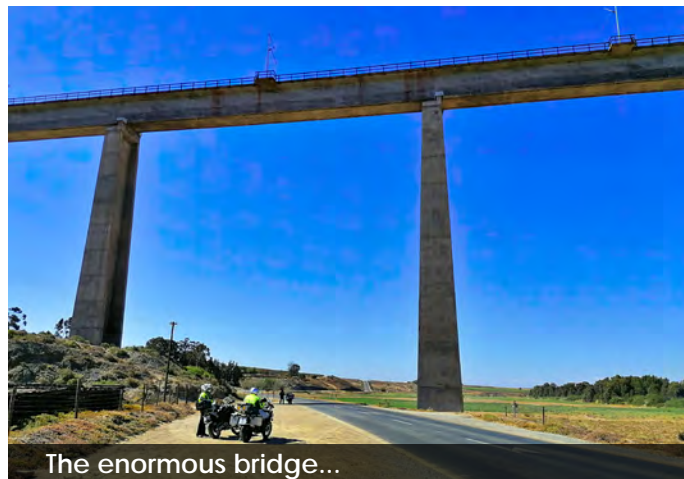
...with bikes hanging from the ceiling



Ben making repairs on his Tool Tubes



The bar



The enormous bridge...



...just outside Vredendal



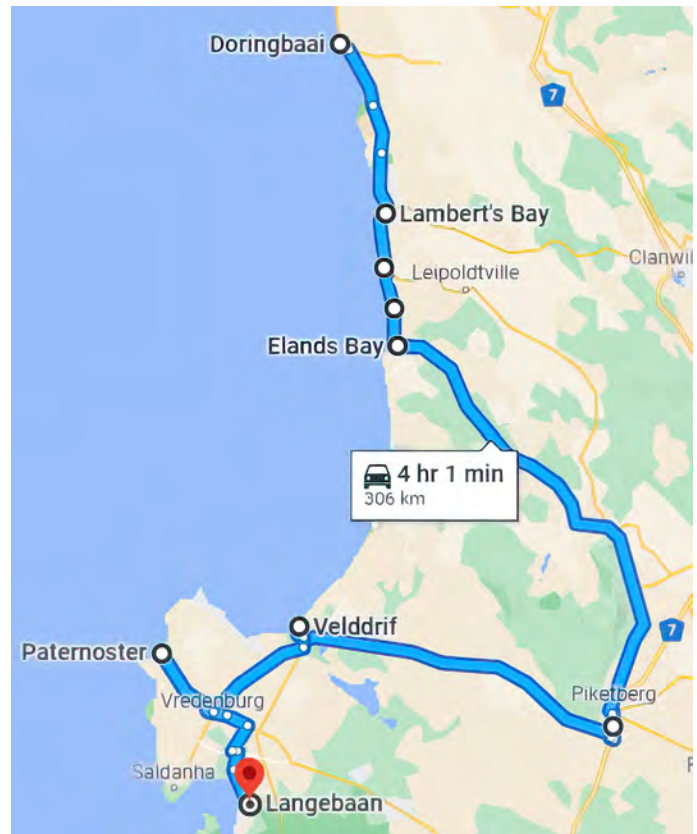
"Hotnos fish" at "Doringbaai Seepens"



The "Manne" at "Seepens" restaurant

Day 4 (Thursday):- Doringbaai to Langebaan (Total 456km of which 220km is gravel)

The planned route took us from Doringbaai to Lambert'sbaai, Elandsbaai, Velddrif, St Helena Bay, Paternoster and onto Langebaan.



After an early rise in Doringbaai and after rusks and Coffee we set off to Elandsbaai. Ben and Hendrik worked for Transnet before and did a lot of work on the iron ore railway line. Ben took the lead on a well-maintained gravel road next to the Transnet railway line. Ben and Hendrik stopped next to the railway line and showed us some of the interesting technology that Ben designed and Hendrik installed. We stopped in Elandsbaai and had a hearty breakfast. From Elandsbaai we again got onto the gravel road next to the railway line. We stopped at a point where there was a derailment at some stage. The devastation was still visible. Just before Lambert's Bay, there was a checkpoint on the gravel road. Ben and Hendrik had permits to travel on the Transnet private gravel road when they were working for Transnet. They forgot about the permits and the security guards

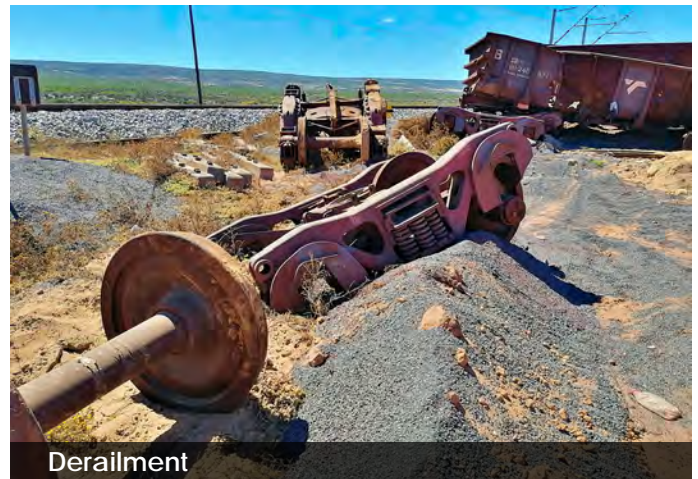
gave us a very hard time as we were driving illegally on the gravel road. After some negotiations and a cold drink or two, they let us through. Connie addressed them in perfect Zulu to thank them. We passed some road works and I was looking around and did not concentrate. Ben pulled off the road and wanted to discuss the route with Hendrik. Hendrik stopped in the middle of the road to talk to Ben. When I realised that they were stationary it was too late. I hit the brakes (the ABS system was still off for the gravel road) and took some evasive action and went in between them. This could have been a serious accident. I missed Ben and hit Hendrik's left pannier which ripped off his pannier lid. Luckily no one was injured. My top box broke off as well as my right rear flicker. We made some emergency repairs to the two bikes with duct tape and straps. We were back on the road in no time. We set off to the police station in Velddrif to report the accident. We changed the route, skipped St Helena Bay and head straight to Paternoster and had a drink at the Panty Bar. From Paternoster, we travelled to Langebaan where Connie lives. We did some panel beating to Hendrik's panniers and pannier lid. The lid fitted much better then. Connie supplied the cold beers when we did the repairs. We took a nice break with Connie hosting, with plenty of beer, wine and nice steaks on the fire!!



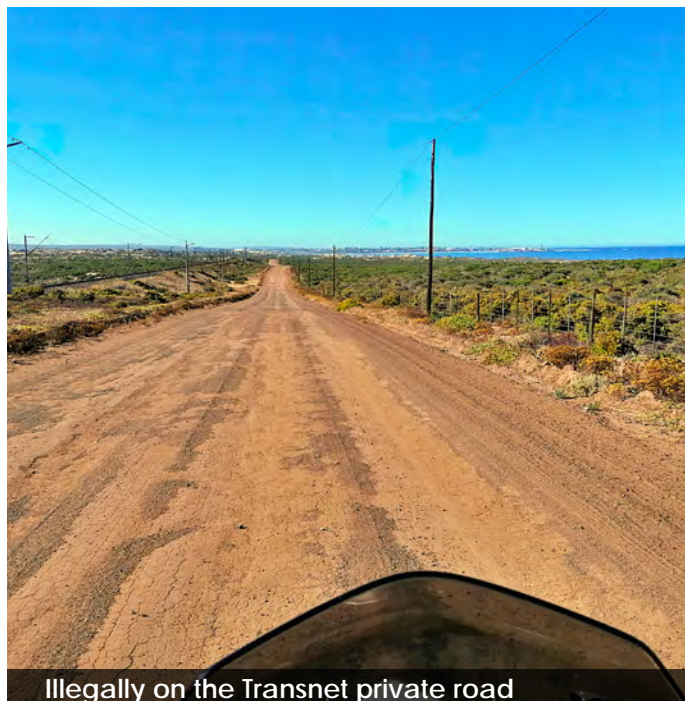
Breakfast at Isabella's restaurant...



...on the Beachfront in Lamberts Bay



Derailment



Illegally on the Transnet private road



Damage on Hendrik's pannier



Beers in Paternoster...



...at the Party Bar

Day 5 (Friday):- Langebaan to Sutherland (Total 403km all tarred)

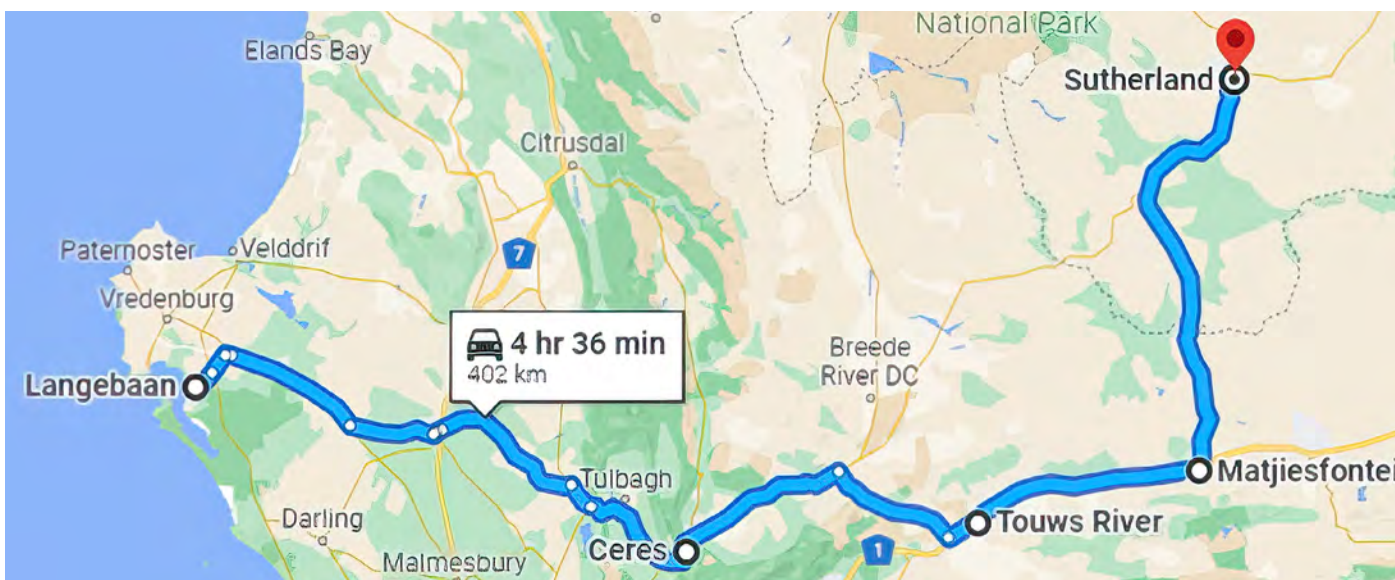
The planned route took us from Langebaan to Mooresburg, Tulbagh, Ceres, Matjiesfontein and onto Sutherland.

We had a nice breakfast at Con's place and left for Sutherland. Connie had to pick

up his brother at Cape Town International Airport and joined us up to Ceres. The wind blew like you cannot believe and were riding at angles into the wind. The route was very scenic in some of our country's beautiful routes. We had coffee in Ceres and said our goodbyes to Connie. This route can be recommended as there are lookout points on the passes and is really scenic. We stopped at Matjiesfontein and explored the car museum and the Lord Milner Hotel. We had a liquid lunch and drove to Sutherland. In Sutherland, Ben arranged for us to camp at Sterland Campsite and have an evening of star Gazing. We went to Jupiter Restaurant for supper which was disappointing and the service we received from the bar lady was very poor. The food was not up to scratch. The owner was busy upgrading the restaurant and started an engine museum at the back which was quite interesting. That evening we had a lecture on all the different stars and constellations at Sterland. We then went outside and looked through powerful telescopes at different stars and the moon which was awesome.



Lord Milner, Matjiesfontein





Liquid lunch, Lord Milner



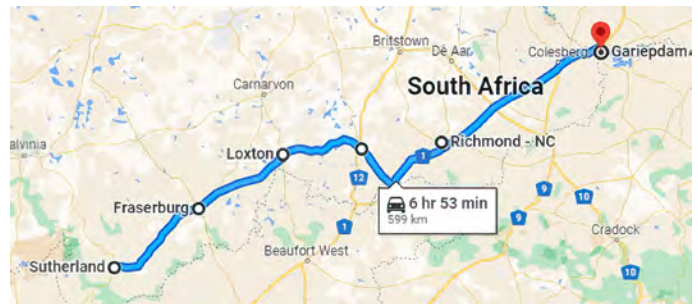
...at the back of Jupiter restaurant



Camping in Sutherland at Sterland Campsite

Day 6 (Saturday): - Sutherland to Gariep (Total 354km Tarred and 206 km Gravel)

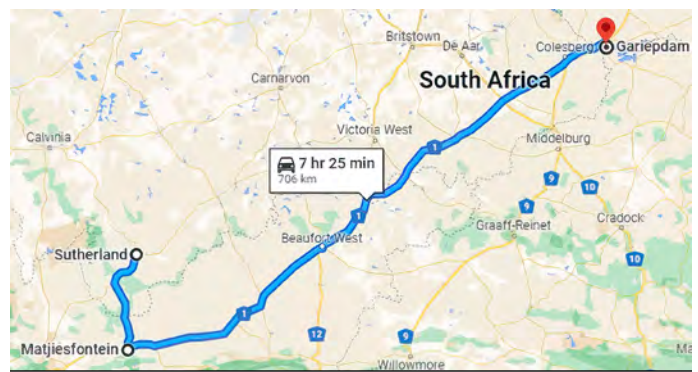
The planned route took us from Sutherland to Fraserburg, Loxton, Victoria West, Richmond, Hanover, Colesberg and on to Gariep Dam.



Original planned route



Supper at Jupiter restaurant



Revised route



The Engine Museum...

We had some early morning coffee and a couple of rusks. Ben wanted to make a turn at the Sutherland Observatory where they installed the large telescopes which are on the way to Fraserburg. When we got there the entrance of the Observatory, we found it locked and could not proceed. We set off to Fraserburg and more or less 10 km outside Sutherland Hendrik stopped to let his wheels down as it is a gravel road (106km) between Sutherland and Fraser-

burg. When we pulled away on the gravel road Hendrik lost control of his bike and put his bike down in a bad way. Hendrik was OK and his bike's panniers were bent badly, but we could still drive. Hendrik said that he was done with gravel roads and Ben and I must go on and he will meet us at Gariep Dam. We decided that we will not spilt and ride as a group to Gariep Dam via Matjiesfontein on the N1. We returned to Sutherland to inflate the tyres. The inflator at the garage had a rigid pipe and could not fit onto the valve of Ben's BM's rear wheel. Ben forced it and broke the valve clean off. This was a complete cock-up as it was around 08:00 on a Saturday morning in Sutherland and almost all the shops were closed. The BMW R1200GS is also equipped with a tyre pressure monitor system built into the valve. There is no way that we will find a valve in Sutherland like that. The attendant at the Garage referred us to Sutherland Tyre Repair. The owners said that we were lucky as they did not operate on a Saturday, but he had to do some work for clients and welcomed us. He had a look at the wheel and said he might be able to help us. We removed the wheel and they fitted a normal car valve and it worked like a dream. By 09:30 we were done and ready for the long road ahead of us. We pushed quite hard to get to Gariep Dam before dark. The route changed from 563km to 706km. Luckily there were no further incidents and we arrived in one piece at Gariep Dam before dark. We pitched our tents at the Gariep Dam Forever resort campsite and had a nice dinner at the Quenna Bistro Restaurant inside the Forever Resort.



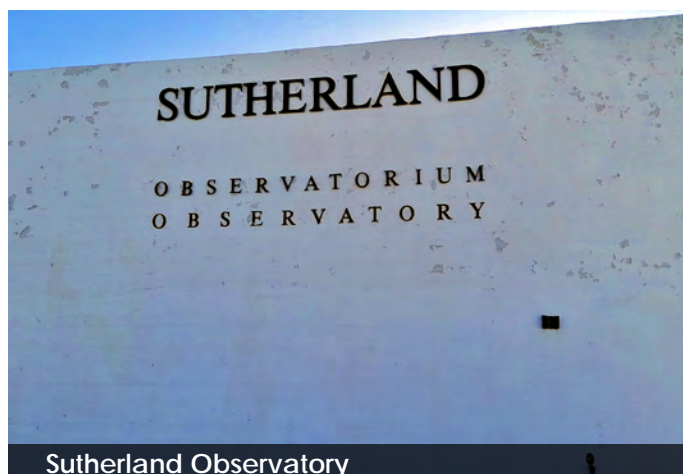
Hendrik after his fall on the gravel road



Ben at the Sutherland Tyre Repair



Sutherland Tyre Repair



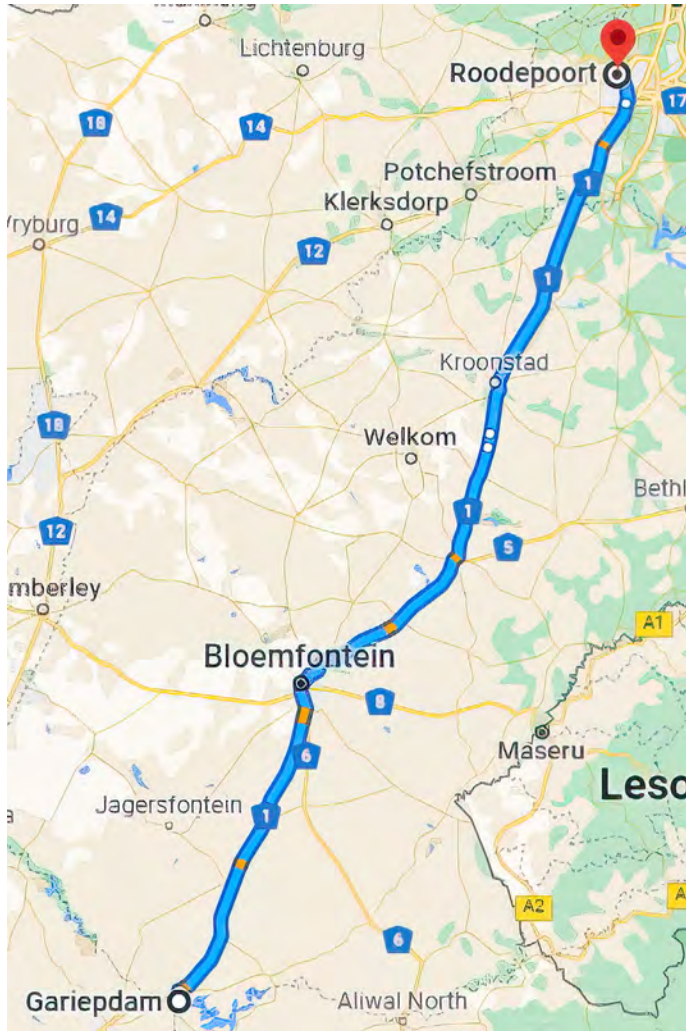
Sutherland Observatory



Pitching our tents at Gariep Dam

Day 7 (Sunday): - Gariep to JHB (601km tarred).

The planned route took us from Gariep Dam Forever Resorts Camping site to Springfontein, Trompsburg, Edenburg Bloemfontein, Winburg, Ventersburg, Kroonstad and on to Roodepoort.



We had some early morning coffee and crumbs, as by now the last couple of rusks turned into crumbs. The return trip is always the worst as one only focuses to get home. We stopped when we needed to refuel or stretch our legs. Just past Ventersburg, Ben stopped next to the road, and we said our goodbyes as Ben and myself wanted to visit my daughter in Kroonstad. Hendrik will travel on his own from Kroonstad to the East Rand. Hendrik started his bike and forgot to put on his gloves and dropped the clutch and his bike was still in gear. His bike jerked forward and Hendrik lost his balance and put the Bike down on the tarred shoulder of

the N1. I helped Hendrik up and we said our goodbyes. With all the incidents this was still an interesting and excellent trip overall.



Tour Statistics: -

Duration: - 7 days

Total Distance:- GPS shows 3 939km but my bike has shown 4 093 km

Total Gravel road: - 457 km

Conditions: - Hot, Cold, No Rain, but Very windy (Every afternoon) at various sections of the trip.

Finally, some more photos.









Story: Fearless Frikkie

Photos: Adobe Stock

Well, hello there my fellow biker loonies, howzit been!? Oh, wait... Ho ho ho, happy bloody holidays! It's the silly season boys and girls! I hope ya'll have sorted out those prezzies already, and not get trampled in the bike accessory store trying to get your gritty paws on the last set of grips, or whatever floats your other half's boat. Then there are the kids – I hear 2 strokes is making a comeback, so get them some gear and get them ridin'! Finally, never, ever, ever forget about your own selfness. Hop online, go out to the stores, or whatever style of shopping you like (not the kind where you walk out with stuff without paying, I found out years ago it's "frowned upon" by the shop owners... oops! Either way, get yourself something too ne. It doesn't have to be a moerse pressie, just something special, like a new 2023 model Diavel from the Ducatista boys. Ja ja, I know, each to his own, I smaaak that mean street look of these boneys, but I also smaaak all boneys, so whatever you smaaak, go get it! Januworry isn't so long, you can do it!

Where was I? Oh, by the hello part... So, hello. Raaaait, that's done. Onto part 2. What are we chatting about this month? No bloody clue. As I sit here, I just smaaak getting off work, jumping on my machine and getting out there to have some chill time after a rough year. And then I'll spend some family time with all my actual family

FEARLESS Frikkie ^{WITH} ^{HIS} *safer riding tips*

and biker maaitjies family. Probably go out for a boxing day ride too. Wait a minute, there it is! There's that little LED light bulb going on that I was waiting for! Eureka... (bloody hell, just felt my brain grow by just saying eureka). Since it's silly season, and the cagers forget everything from the Kay fiftee free and tend to drive even kakker over Xmas, let me give you some LIFE-SAVING TIPS AND HABITS to think about while out riding.

Since your pal old Frikkie already covered some general safer riding tips in the past few months, like riding in traffic, in the rain, blah blah blah, there's bound to be some tips that I already told you about. Hopefully, your attention span is longer than mine (with mine being about as long as a goldfish's memory crossed with the length of a superbike's stroke length – if you don't know, it's short). Hmm, poop, what was I saying...?

Oh ja, the previous points covered. Just bear with me okay? All will be revealed in the end, Life Guru Frikkie is here to save you:

- So, safer riding told us previously to keep your fingers on the front brake lever while riding in traffic (and even to keep it there when not in traffic. Cue the rogue goat who decided to end itself by yeeting its body into the traffic, it's better to be ready for that too). But here's a tip to become even better. When you're used to riding with the two fingers on your brake lever, go on to the next step. While riding, especially in traffic, pre-load the brake. "What the hell is that Frikkie!?" I hear you shout... "how do you load a brake, it's already on the bike...". Easy, easy, hold your horsies. Pre-load simply means to pull your brake

lever very slightly, or as we 44 Afrikaners say, "trek jou briekkie net 'n bietjie". This comes with practice, and the more you know your bike, the easier it will be. You pull your front brake lever just slightly, not actually engaging the brake to feel it, but just enough to be on the edge of feeling the brake effect. It's that magic sweet spot where the slack is taken up between the place where the lever is not held, and where the brake engages. So why, Frikkie? Well, simple. The brake is now pre-loaded, so if there's an emergency, you will have a smoother gripping of the brake, not just grabbing a fistful of "oh shit". We all know how the tyres work, right? It grips the road, with the sticky rubber making contact with the tar. It's that magic voodoo thing called Adhesion – bliksem Frikkie, stop growing your brain! The more weight there is on a tyre, the better it grips. Stop right there Harley boys! Just because you have a fat bike doesn't mean you have better brakes, the pre-ABS bikes still have kak stopping power... hie hie hie. Back to the point. When there's more weight on the tyre, you stop better. But the problem is your shocks. When you brake, your shocks first have to take the weight, then only it gets to your tyre. So, if you brake suddenly, you are asking the tyre: "hey tyre, grip NOW!" But the tyre will answer: "Hey poepsak, I can't, there's not enough weight on me yet!" And voila, the wheel locks up and you go sliding. So, pre-load the tyre and shocks, and avoid that "fist-full-of-brake", this way, even if you panic-brake, your fingers' movement will be restricted by the brake already pre-loaded, thus making it a smoother braking effect.

- While riding, we constantly scan our field of vision. Peripheral vision helps, but as humans, the brain doesn't always register what the peripheral sees. Hence, we have to physically scan by moving our eyes. Easy peasy lemon squeezy! Wrong!! Not so easy. Let me explain. Since we read from left to right, our brain is wired to scan from left to right also. But as spec-ops teaches the Rambo people with big guns, you tend to notice more when scanning in the opposite direction from what you read (que the

Arabic languages, they read from right to left, so scan better from left to right). This is not so good for us Saffa riders, since we ride on the left of the road. So, when getting to a robot, and you first scan left, you won't see the guy from the right that's first gunning the red light. So do we need to scan then from right to left, like the Rambo boys? The short answer is no. So then left to right is better? Another short answer is no. Here's the long answer. Scan both ways... Since people reading from left to right are prone to take notice of objects on the left better, it's good to start scanning from left to right. But then, scan back again. So left, centre, right, centre, then left again. This will teach your brain to scan from right to left, and also give you a bit more focus time on the right side, making you more attentive on all areas in your field of vision.

- The next point we also discussed already in a previous class. Cold weather riding (or as it was explained before, riding in the rain). I won't go into all the detail again, so if you missed that lesson by skipping class, shame on you! Detention! Go sit in the corner and read all my previous classes five times over, there will be a test! So, onto the advice. When it's cold, become colder. Huh...? Yes, you have it right. Become colder. But why colder? Well, easy. When you crunch down, stiffen up, and squeeze your butt cheeks tight to keep your body heat inside, your whole body is tense. Now you're riding in a cold, gusty wind, maybe with rain, or even snow if you're in Hogsback, Drakensberg, Ceres or Sutherland. The next moment, a sudden wind with a mind of its own takes you and gives you a side smack, your whole body jerks, and poop, there you jerk on the handles and you go plummeting off the road and into your doom. So, it's better, like with riding in the rain, to sit upright, loosen your body and rather be colder than deader.

- This next one is for the newbies. Or, maybe not, now that I think of it. There are loads of oldies out there that also do this wrong. Stop. I mean, what to do when stopping. Here's the noob style. Brake, brake, brake, and brake some more. Oh

poop, I've stopped and am about to fall over! Better slam both legs down to stay upright. This is not right. So how must I stop then? Simple... with only one leg out. Which leg? The left dummy, always the left. OK, why though...? Here's the short story. When approaching a stop, lean a bit with your head to the left. This will tend to lean the bike a bit to the left, which in turn will tell your body to stick out that left tree stump. But why, damit...? Simple. This way you keep your right foot on the brake, making your brake light glow bright red, hopefully enough for the stupid cager to lift his eyes from his cell phone screen for half a second, thus giving him time to stop and not ram you from behind (hie hie, stop dit Frikkie, nie nou nie). This will also help keep you upright should you get rear-ended. Obviously, a low-speed knock – high speed will not make any difference in how you sit on the bike. Now, I know you have better balance with both feet on the ground, but try and practice only with your left foot down, soon you will notice it has become second nature.

- Finally, watch out for the accordions. You know, a boerepompie as those two okes sing about. No man, there's no random accordions laying in the road when you ride through the Free State, I'm talking about the accordion effect. You already know what this is, even if you don't know it. When in traffic, specifically slow traffic, you know, that bumper to bumper crap the cagers like, the cars further up the road will pull away before you can, and also stop again before you, giving it that effect of the boerepompie moving out and in. Same with the traffic, it stretches out, then compresses back in again. But how does this translate to okes on bikes? Well, go ride with some friends and you'll see. Say you and a mate are riding together, and he's in front, then decides to speed up, you will only realise it about a second or so later. Then you obviously also speed up to keep up, but to actually keep up, you will speed up more than him because he has that second or so jump on you. So now you're actually going faster than him, just to catch up. Then,

suddenly, he decides to slow down, maybe due to traffic or a road hazard, so you also have to slow down, but it will take you another second to realise this and start slowing down. Here's the kicker though. There's now a total delay of reactions of anything between a second or two, and a speed difference with you going faster than your buddy, even before he slowed down again. So now you're screaming down on his ass, braking, but it might have been too late already even before your buddy slowed down... Boys and girls, the same goes for in a car, or when you're alone on your scoot and behind a car. This boerepompie effect can be fatal. Rather keep a safe distance, don't go charging after your friends. I know, we're all competitive idiots when we're on two wheels, and don't want to hear at the evening's braai how you couldn't keep up. But don't. Rather get to the braai and let your tjommas tune you a bit than end up with the next get-together being at your funeral – it's not something I, Fearless Frikkie, talk about, but funerals are not lekker. We all know this. I rather let my friends have the satisfaction of tuning me, with my inner Frikkie being able to tell myself I am wise and good, and could anyway beat them on anything, from a black kiddies scooter to a Suzie GSXR 10,001RRRRSF Gixxer limited blah blah whatever it's called. I can stand there by the fire and knowingly just smile, and that's satisfaction enough for me. There are more ways to ensure this doesn't happen easily when riding in groups, but that's a whole different topic for another class – riding dynamics, road captaincy, where to put the inexperienced riders, etc.

And that's it, boys and girls. Now Editor Daniel's gonna kak me out again because the lecture is too long, so before I get redacted too much, goodbye. Be safe on the roads this festive season, have a super holiday and an awesome new year!

'Tis the season to be jolly, fa-la-la-la-laaa, la-laaa, laaa, laaa.

Ho, ho, ho... no wait, not ho ho.

Hin hin pappie.

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THROTTLE OUT MOTORCYCLE MAGAZINE

ADVERTISING

To advertise in the Throttle Out, please contact ads@throttleout.co.za

CLUBS

All clubs are welcome to send us their rallies, events, sleepovers and day jol flyers to place in the magazine for free (quarter page). Larger placements will be considered as an advert, and can be arranged. Submit your flyers to ads@throttleout.co.za

READERS' ARTICLES

Anyone with a story can submit. We're looking for stories from our readers. If you had an adventure, a fun ride, event or just have an interesting or silly story, we'd love to publish it. We need your stories, in your own words. Simply send us your article in Word format, with pictures, to editor@throttleout.co.za

FEATURED ARTICLES

We have three regular featured articles (for now): "**What's Her Name**", a feature about a reader's motorcycle, "**In The Saddle**", a Q & A with a motorcycle enthusiast, "**Where To Go**" a feature on a hidden watering hole or bikers' spot, and "**The Patch**", a focus on a motorcycle club.

"What's Her Name": If you have an awesome motorcycle, maybe you built your bike up, had a custom spray theme done, an award winner, or a unique story behind your bike, we'd love to know it. Send us an email to discuss, and who knows, your bike may even end up on the Throttle Out cover...

"In The Saddle": Here we'd like to get to know some of our special bikers (I know, I know, we're all special 😊). We're talking about your old school bikers, interesting characters, people who's done amazing work within the motorcycling community, etc. We have a few questions we'd like to ask you.

"Where To Go": It is to feature one of the hidden gems, the lesser know watering holes for bikers. We all have our favourite spots to go to when out riding, so we want to get the info out there to our readers about your awesome pub/grub/restaurant, etc. So we'd like to get some info from you about your establishment. This is not an advertisement, just an article to spread the word. What we need then from you is a write-up about your place (see suggestions below), along with some photos, and we'll publish it.

"The Patch": There's always an interesting story behind a club's patch, like when and how a club started, the meaning of the club's patch, who the founding members were, etc.

To be featured in one of these articles, email editor@throttleout.co.za

SUGGESTIONS

Finally, we'd love to hear your comments/suggestions about the content of our magazine. We're not perfect (although anyone on a bike is bloody close to it), so if you feel we did something wrong, or right, we need to know. We gladly accept any comments, and you're welcome to get in touch by sending an email to editor@throttleout.co.za

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