



# The Steel Horse

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## Shirts, shirts, shirts

Steel Horses Tee Shirts were discussed at the December meeting. You can see examples of Men's long-sleeved shirts and Women's ¾ sleeved shirts on page 22.

The price for any of these shirts is \$35 each. We will take orders for black shirts and for white shirts at the January meeting on Tuesday 19. The only orders we will accept will be for pre-paid ones—Cash or Cheque only—no credit card.

Look at the shirts on page 22; decide on how many you want of each colour; decide on what size you wear; then come to the meeting equipped with **CASH or CHEQUE**.

Remember,	1 shirt = \$35	5 shirts = \$175
	2 shirts = \$70	6 shirts = \$210
	3 shirts = \$105	7 shirts = \$245
	4 shirts = \$140	8 shirts = \$280

## Vote for a Riders' Delegate

At the January meeting, we need to appoint a Riders' Delegate.

The article on page 21 has all the details. The Nomination form is on page 23.

## We're famous—we made the newspaper!

**Kings of the road**  
 CRUISER and tourer motorcycle riders are invited to join a Brisbane-based club. Steel Horses Cruising Motorcycles Social Club has three grades of membership: rider, pillion and social non-rider members. They ride each weekend and meet at the Broadway Hotel at Woolloongabba every third Tuesday at 7pm.  
 Call 0417 636425 or 0417 758792.  
 Visit: [www.steelhorsesinc.com](http://www.steelhorsesinc.com)

**Deadline**  
 2<sup>nd</sup> Tuesday of every  
 month

## Who's who

### Management Committee

#### GM—Sarge

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#### President—Ynot

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#### Secretary—Debbil

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#### Coordinator—Sugar

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### Other roles

#### Merchandiser—Loges

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#### Ride Captain (South) - Yogi

See Event Calendar for details

#### Ride Captain (Central) - Sarge

See Event Calendar for details

#### Ride Captain (West) -

Sam / Cosmo

See Event Calendar for details

## VIP dates

- ◆ 26/01/2010—Australia Day
- ◆ 14/02/2010—Family BBQ
- ◆ 1-4/4/2010—Baked beans Run
- ◆ 04/04/2010—Easter Sunday
- ◆ 25/04/2010—Anzac Day
- ◆ 09/05/2010—Mother's Day
- ◆ 12-13/6/2010—Hervey Bay
- ◆ 18/07/2010—Laverda
- ◆ 05/09/2010—Father's Day
- ◆ 27-29/9/2010—Mild Hogs Ride
- ◆ 5/10/?? — Debbil's Birthday

## Club objectives

The objects of the club are to encourage members to regularly meet, ride, and join together for social enjoyment

## Membership

Membership is open to Riders and Pillions of Cruiser and Tourer motorcycles, as well as Social members.

The annual membership subscription is \$36 for Riders, \$24 for Pillions, and \$12 for Social Members.

There is also be a once only joining fee on top of the annual membership fee. This covers the cost of Patch, Insignia, and other Club costs. The joining fee is \$30 for Riders and Pillions, and either \$20 or \$30 for Social Members depending on whether they elect to wear a Badge or a Vest.

Once the Management Committe have completed the By-Laws you will be able to purchase a booklet of the Rules and By-laws at cost.

## Monthly Meetings

**Steel Horses Cruising Motorcycles Social Club Inc** meets every 3<sup>rd</sup> Tuesday at Broadway Hotel, Woolloongabba, Brisbane at 7.00 pm. The Broadway Hotel is at the intersection of Logan Rd, Wellington Rd, and Balaclava St, Woolloongabba.

## Club Merchandise

**Steel Horses Cruising Motorcycles Social Club Inc** is in the process of organisng merchandise and clothing for sale to members.

## Internet presence

THE CLUB WEBSITE IS:

**steelhorsesinc.com**

(steel horses inc dot com )

## Disclaimer

The opinions expressed in this newsletter are personal opinions and are not necessarily those held by SHCMSC Inc.

## Sarge's Speil—January 2010

It is now January and “original” Patches are no longer available for new members. I want to take this opportunity to talk a little about the original Patch and what I think it means.

Being a club Original stands for a number of things, it indicates that the wearer was a part of the Club from the start and supported it and was involved in it's creation. It means that you are part of the foundation and in time will grow in importance.

It will grow in importance, as each original member will be able to provide newer members with how the club started, what it stands for and why we are structured like we are. It will be important over time that all original members assist in keeping the Club's vision and intent, rock solid.

It does not mean that members who do not have an original patch are any less important than those that do - just that being involved from the beginning means that you understand what our club is about and can communicate this to newer members who will not have seen the club start and grow.

I hope each Steel Horses member is getting what you want from your Club and if you have suggestions don't be afraid to put them forward because we do not want to miss any opportunity to improve our club.

The Management Committee is working hard at keeping the momentum going. I ask that you don't forget that these people are doing this work so that all of us get to enjoy the rides and social events. So please don't take their work for granted. Give them your support when you can. Support can be as simple as providing photos of you and your bike for the web site, or ideas for a social event – it need not be anything more.

I hope everyone had a great Christmas and the New Year has started as you hoped for you and your families.

I look forward to many rides this year with each of you.

Best regards

Sarge

## Ynot's Blurb—January 2010

Hi all,

I hope you all had a happy festive season, and I wish you all the very best for the New Year. I am sure 2010 will be as exciting and fulfilling as was the latter half of 2009 for the Steel Horses Cruising Motorcycles SC Inc. The Management Committee will be working hard to ensure that the club satisfies the expectations of all its members.

As you are aware, the twelve-month Event Calendar has been produced and broadcast, and includes a variety of events for all members. I previously mentioned that this is a living document and will be updated every three months, so if any member has any event they would like to include in the Event Calendar please provide the details to Sugar so that she can incorporate them in the revised version. The next Event Calendar update will be at the end of March 2010. There are many opportunities to include additional events in the existing Event Calendar by using the Riders' or Pillions' Choice allocated dates.

The By-Laws are almost complete. As soon as the Management Committee has approved what has been produced so far, the By-Laws will be broadcast to the membership for feedback and final approval. This should occur before the February meeting. As I mentioned in a previous Blurb, the By-Laws will be a living document and may be changed to suit the changing requirements of the club. The change process will be democratic and can occur at a monthly meeting.

Last month I forecast that there would soon be a need to appoint a Riders' Delegate. That time has arrived, so elsewhere in this Newsletter are instructions explaining the process of nominating for this position. The position is open to any member, and they must be nominated and seconded by Riding Members. If more than one member nominates, an exhaustive ballot of Rider Members will be held to decide the successful candidate. The Riders' Delegate will hold a position on the Management Committee. For those who are interested, copies of the draft position description will be made available by contacting me.

Following our last meeting a decision has been made regarding the type of shirts that will be made available for purchase. Loges will take orders for the shirts at the January meeting. The price charged has to incorporate charges for initial set up and screen printing, so hopefully there will be sufficient quantities purchased to cover these costs. Payment up front is required when ordering your shirts. The club does not yet have sufficient funds to provide short term financing. As we become more established and liquid, we will add other shirt designs and other merchandise to our catalogue. If you have any ideas as to the type of merchandise the club should sell, give them to Loges for further consideration.

I have been on some wonderful rides recently, and thank the Ride Captains and Ride Leaders for organising and running them. There is one ride in particular that I would like to single out. It was a ride led by Sarge. I single this one out because it epitomises the spirit, morale, friendship and commitment of club members. Several riders volunteered at different times during the ride to assume the role of Tail End Charlie, and look after the slower less experienced riders, and Sarge allowed several "Break-outs" for the faster more experienced riders. Another rider offered to take over as Ride Leader so that Sarge could satisfy his "need for speed" on a Break-out. At the end of the day, all riders had been catered for and we had ridden together as a club. If we copy this example of cooperation and tolerance, then the often-discussed topic of suitable ride speed will never be an issue. The ride rules, and the roles of Ride Captain and Tail End Charlie in our new by laws can be further reading on this topic.

A special welcome is offered to our latest new members Tink (Rider), Shadow (Rider), TT (Social Member). I'm sure you will all make them feel welcome.

That's all for now,

Ynot



**Was partying and so went for a spin last night and now my old lady is cranky.  
I swear, I will never figure out women .....  
Well, that's Steiny's excuse.**

# Treasurer's Treasurer's Report January 2010

As at 12<sup>th</sup> Jan 2010

Balance Commonwealth Bank 7 <sup>th</sup> . Dec.09			<b>\$621.75</b>
Plus Income			
(Paid for 2009/2010 year)	Membership	\$95.00	
Donation to	Calendar	\$5.00	
	Raffle	\$65.00	
	<b>Sub total</b>	<b>\$165.00</b>	
Less expenditure	Card Stands	\$11.90	
	Badge Design	\$22.00	
	Badge	\$12.70	
	<b>Sub Total</b>	<b>\$46.60</b>	
Balance Commonwealth Bank 12 <sup>th</sup> Jan.2010			<b>\$740.15</b>
<b>Liabilities:</b> cheques not yet presented			
MG, Wingman, Boots, Lace, Tink, TT, Shadow	Patches	\$34.65	
Original	Patches	\$9.90	
2010 Year	Patches	\$9.90	
Steel Horse Insignia	Patches	\$114.00	
<b>Income:</b>			
Membership pro-rata. Shadow and TT	Membership	\$88.00	
Tink	Membership	\$51.00	
	<b>Sub total</b>	<b>\$29.45</b>	
<b>Total Funds available</b>			<b>\$710.70</b>

Kmac

## Coordinator's report—January 2010

I hope everyone had a nice Christmas and New Year.

If anyone has any ideas regarding a social event PLEASE let me know.

Cougar has suggested Barefoot Bowls that I am currently looking into.

There will be a family BBQ at Grey Gum Park on top of Mt COOTHA on February 14<sup>th</sup>. This is the Park next to Channel 7. More details will follow at the next meeting but I will need numbers of attendees as soon as you know.

If anyone would like to donate any raffle prizes for our monthly meeting raffle please let me know.

Hope to see you all either at the next meeting, ride or social event.

Regards

Sugar

# Minutes of meeting—15 December 2009 @ Broadway

- Meeting Opened:**  7.10 pm by Ynot.
- Attendance:**  14 members attended. They were: Apples, Cougar, Debbil, Huffy, Jenny, Kmac, Loges, Rowdy, Sam, Sarge, Sparra, Steiny, Sugar, and Ynot.
- Visitors:**  There were 4 visitors. They were: Boots, Kelly-Ann, Lace, and Robert.
- Apologies:**  7 people sent apologies. They were: Barney, Cosmo, Gers, Jewles, Kaz, MG, and Wingman.
- Minutes of Previous Meeting:**  **Rowdy** moved that the minutes of the previous meeting published in the December Newsletter and distributed to all members be accepted as true and accurate, Cougar seconded the motion. 13 were in favour; 0 against: motion was carried.
- Business arising from minutes:**
- 1. Debbil** spoke about the Certificate of Incorporation from Office of Fair Trading which arrived the day after the November meeting.
  - 2. Sugar** asked for ideas for Social Events. There will be a Family BBQ/Sausage Sizzle for the children at Mt Cootha on Valentine's Day – Sunday 14 February at noon.
  - 3. Debbil** spoke about the distribution of Ride Invitations and that Loges had donated an additional 2,300 of them.
  - 4. Ynot** spoke about Public Liability Insurance and the lack of information from MRA. He said that he had investigated further and was still waiting on answers.
  - 5. Ynot** explained that he and Debbil had been working towards completing the By-Laws and that they were almost completed for approval by the Management Committee.
- Correspondence in:** **Debbil** listed:
- An email from Mark Hinchcliffe – The Weekend Courier-Mail saying that he's interested in joining us for a ride when he's test riding a new cruiser for his Bike column.
- Correspondence out:** **Debbil** listed:
- An email to Mark Hinchcliffe – The Weekend Courier-Mail asking for a spot in his Bike column.
  - An email to Bikers World asking for a reciprocal website link.
- Business arising from correspondence:**
- An article titled "Kings of the Road" appeared in The Courier-Mail of the weekend of 12-13 December, on page 11 of the Cars Guide Supplement. It advised the world that a new Brisbane-based club (Steel Horses) has formed and mentioned the 3 grades of membership, where we meet, our contact phone numbers, and our website.
  - We have a reciprocal website link with Bikers World and members will receive a discount on purchases.
- 1. GM's report:**  **Sarge** gave a brief report about the club's progress and thanked those who have contributed and those who made the Christmas party such a success.
- 2. Ride reports:**
- Sam** didn't take a West ride.
  - Sparra** told the meeting about his South ride to the Gold Coast and BBQ.
  - Sarge** told the meeting about the Central ride to Queen Mary Falls.
  - Debbil** spoke about his Riders' Choice River ride and the RAIN at the end.
  - Debbil** also spoke about he and Sarge tripping around Brisbane.
  - Debbil** further told the meeting about he and Sarge and their 2-day ride to Glen Innes and Grafton.
- 3. Treasurer's report**  **Kmac** told the meeting that the club finally had a bank account and that the balance was \$575.15. Cougar moved that the report be accepted. Apples seconded the motion. 14 were in favour; 0 against: motion was carried.
- 4. Coordinator's report:**  **Sugar** told the meeting all about future events.

## 5. Rides to avoid Heat of the day:

- ❑ **Ynot** asked for suggestions to avoid the Heat of the Day on rides. Suggestions included:
- ❑ Mid-afternoon starts with Dinner in Brisbane and a short ride home.
- ❑ Early morning starts with a ride to breakfast.
- ❑ After the meeting agreed to try the various options, Ynot suggested that they should be slotted into Riders' Choice spots on the Event Calendar.

## 6. Merchandiser:

- ❑ **Sparra** then volunteered to take one of them.
- ❑ **Loges** spoke about Tee shirts. He detailed the various options and passed designs around for members to decide on the design.
- ❑ He passed example shirts around for members to see the quality.
- ❑ He emphasised that currently, due to funding, men's shirts would be long-sleeve only, and restricted to one design. Women's shirts would be the same design as the Men's shirts but with a choice of sleeve types. Both could be black or white.
- ❑ **Ynot** said that depending on numbers ordered, long-sleeve shirts could be in the range of \$33-\$35 with approximately one week delivery.



## 7. Riders' Delegate:

- ❑ After discussion on design, the meeting decided to go with a version of the Bike and Flag.
- ❑ **Loges** will re-submit a new version of the design (the emphasis on the flag is to be slightly reduced).
- ❑ **Ynot** emphasized that all orders must be PRE-PAID.
- ❑ **Debbil** will broadcast the new design, and prices before the next meeting.
- ❑ Orders and MONEY will be taken at the next meeting.
- ❑ **Ynot** explained there was a probability of a need for a Riders' Delegate as the Club almost has 20 financial Riders.
- ❑ He talked about what a Riders' Delegate was and the duties of the office.
- ❑ He further said that interested people should contact him for more information, and if, when nominations were called, there were more than one nomination there would be an exhaustive secret ballot by RIDERS only.
- ❑ NOTE: Under Rule 19(7), any grade of member may be nominated for Riders' Delegate provided both proposer and seconder are Riders.

## Other Business

### (without notice):

- ❑ **Ynot** welcomed Boots and Lace to the Club. They gave the meeting a short description of themselves.
- ❑ **Debbil** said there were still 2 only, 2010 Calendars available. Ynot demonstrated how it could be used and showed everybody his copy. They are available for \$5.00.
- ❑ **Apples** moved for a motion of appreciation from the Club to Sugar and Sarge for the Christmas Party. Ynot seconded it. All were in favour. The meeting gave Sugar and Sarge a hearty thanks.
- ❑ **Ynot** acknowledged Huffy, Loges, Sparra, Apples, Sugar, Sarge, Cougar, Yogi and Jenny and thanked them all for their donations.
- ❑ **Sugar** said that the Club should thank the Management Committee for all their efforts in getting the club up and running in such a short time.
- ❑ **Rowdy** had an email of a point raised in the UK which, if implemented in Qld, could impact on group rides. In effect, it says that if two or more riders in a group are speeding, the lead rider is partly responsible for the other rider speeding. The lead rider therefore will receive the same penalty as the fastest rider in the group.

## Raffle:

- ❑ **Loges** won the magnificent Christmas Hamper that Jenny had assembled from donations by herself, Sugar and Yogi.

## Next meeting date:

- ❑ 19 January 2010

## Meeting closed at:

- ❑ 8.35 pm

## Ride— South—Sunday, 13 December 2009

It was scheduled to be a ride to Gers & Jewles place at Reedy Creek but due to other commitments they had to reschedule. Anyway, we all met at the BP servo, Exit 38 Yatala. I, for some reason was 10 minutes late but there to greet me were Rowdy, Popeye, Barney, his partner Jody, Loges and Cougar, Phil, Ynot, Debbil, and Kmac. A phone call from Ynot earlier in the week saying that the Sausage Sizzle at Gers & Jewles place was cancelled didn't deter anybody and Ginger suggested we finish the ride with a Sausage Sizzle at our place.

So we headed off at about 9.20 am in the direction of the Gold Coast, took the Robina turn off and rode into Southport. It was a STINKING hot day but I thought there might be a breeze along the coast.

We had a bum break at Fisherman's Wharf on the Spit where we sought some shade and had light refreshments along with a chinwag.

After the cooling break we headed off through Surfers Paradise, back onto the Gold Coast Highway past Pacific Fair. We headed out towards Carrara and onto Mudgeeraba where we joined the M1 for the trip home.

Phil left us at the Logan Motorway exit, and Ynot peeled off when we took the Cleveland Exit, so he could join Apples for the yearly street party. I took the troops along the back way up Cornubia Hill and past the Mt Cotton Quarry back onto Mt Cotton Rd and back to my place at Alexandra Hills.

Apart from the heat, Ginger and I hope everyone enjoyed the Sausage Sizzle get together and we would like to wish all members a safe and Happy Christmas.

Sparra and Ginger



**Drastic reckons we enjoyed the Christmas Party—maybe we did— I just don't remember!**

## Ride— Central—Saturday, 19 December 2009

I was chomping at the bit wanting to get another ride in, as I had been on holidays for a solid 8 days and still had the urge to ride some more miles. As it was a member's choice ride I'd prepared a ride just in case the members choice was for me to lead. Fortunately I did, as the choice was exactly that --- I lead.

I arrived at Maccas at the normal time and eventually Debbil, Rowdy, Ynot, Boots, Tink and our newest prospective member Robert rolled in.

Boots arrived looking a lot like Darth Vader in a new facemask – “very interesting design”, I thought.

Over coffee Boots asked for a volunteer to try his newest facemask from a mysterious maker overseas. Being up for new things (sometimes) I volunteered and was provided with my Darth Vader lookalike mask for trial.

We headed off along Logan Road and then turned left at Garden City to get onto the Toll road. I checked my mirrors frequently to make sure Robert and Debbil were not left behind. It was Robert's first ride with us and we didn't want to give him a poor start by leaving him behind at the first set of lights. However, I noticed that Debbil had it well under control and relaxed a little.

I took the crew along the toll road heading west as the weather was warm and I didn't want to spend a lot of time at traffic lights with no wind to cool us, so the toll road was the quickest way out of town.

We made the Ipswich Motorway without incident and headed towards Blacksoil and then Fernvale in very light traffic. I could see the mob behind were a little anxious to twist the throttle a little more but I kept us on the speed limit without giving in to my urge to go just a little quicker.

We went through Fernvale and then turned onto the Splyard Creek road towards Mt Glorious. I took pity on the lads at this point and pulled over for anyone that wanted to go a little quicker and undertake a breakaway. Three of the Crew chose to leave the ride at this point. I will mention no names in case their wives and or partners read this!

Ynot, Debbil, Robert and I kept enjoying the scenery (guess who was on the breakout now Girls!) and eventually caught the others on the side of the Road taking a smoke break. We kept going as I knew they would catch us with little effort.

We stopped at the turn onto Mt Glorious to wait for the others to catch up and lucky we did as I am sure I heard rubber burning as they were heading towards Esk and just caught sight of us waiting at this turn off for them.

Debbil gave Robert some precautionary riding tips before we undertook the mountain, as going up is always tricky. I must say that Robert was doing extremely well for a new rider.

The heat disappeared the higher we climbed. Eventually we made the top without incident and stopped at Debbil's favorite Café to have a cuppa and check on the ride invite cards. It was good to see that more cards had been taken - a positive sign.

After a chat and a brief rest we mounted up for the journey to Samford. Going down the mountain can be just as challenging as going up but everyone handled it well and we reached Samford village in about 20 minutes. We rode through Samford Village and just on the Dayboro side hit a line of stalled vehicles.

Boots, Rowdy and Tink 'volunteered' to go ahead around the line up of cars and find out what was holding everyone up. They slowly moved around the traffic and disappeared from sight. We waited about 15 minutes and I then decided to turn back as the traffic was not moving. We did a u-turn and headed back a short distance. I pulled over to wait for the scouts and my phone rang. It was Boots telling us to come ahead as the accident was about to be cleared and we wouldn't be held up for much longer. As I hung up from Boots, Tink appeared and told us the same so we turned around and slowly wound our way past **the**

stalled traffic to the head of the queue where we joined 5 or 6 other bikers waiting for the Tow Truck to finish loading the damaged 4 wheel drive.

Clearing the road took a few minutes longer then we were able to move off. As we had lost a fair bit of time I decided that we would have lunch at the Dayboro Hotel and cut out the Maleny leg of this trip to recover lost time. This is exactly what we did. Debbil left us after lunch and headed home while the rest of us headed up Mt Mee to enjoy some cooler weather. I took it easy going up and stopped at the lookout to allow Ynot and Robert to catch up. I did go a little on the way down, but not too much and definitely not over the speed limit.

At the bottom of Mt Mee we grabbed some fuel and then headed towards Burpengary. We said our good byes at the twin servos. Some of the lads made comment about speed but I missed what they were saying.

A very enjoyable ride, with as usual, enjoyable company.

I have not done Fernvale – Mt Glorious and Mt Mee in the same ride for a long while and let me say that this is a ride I will be repeating at some time in the near future!

See YA on the next one

Sarge

(Ho Ho Ho Ho)

## **Ride— Thursday, 31 December 2009**

After what seemed to be a month of solid rain, I decided I NEEDED a ride. Shadow (Robert) had already applied for membership but needed one more ride to be eligible. So, after finding out when both Shadow and I could ride before the end of 2009, I contacted a few others and we met up at Maccas, Coorparoo to set off at 10.00 am.

Sparra piked out (rang me to complain that even the Body Bag wouldn't keep him dry, it was coming down that heavily out his way). Ynot was there (and this is a bloke who once-upon-a-time wouldn't even think of riding if there was a cloud in the sky). Sarge was there of course, and bugger me, there was also a Rocket III—well, looks like we have a visitor. Yep it was a visiting member –YOGI!

OK all, will it rain? All the meteorologists put their heads together and decided NAH, it'll be fine—Hah!

Off we went, through Stone's Corner, past the Gabba, up on the freeway, then off Hale Street to Ashgrove. By this time the black clouds were really promising a pounding and as the drizzle started, a covered bus stop beckoned and I gave everyone a chance to put the wets on.

We headed off again and pulled into Jolly's Lookout (why is it that whenever I pull on the wet gear I need to go to the loo?) where we chatted for a few minutes until the rain started to get serious.

When we arrived at Marilyn's Café at Mt Glorious we all agreed to sit inside (REAL BIKERS SIT OUTSIDE IN THE RAIN).

After coffee and a bite, Sarge, Ynot and Yogi decided to head down the back through Fernvale, while Shadow and I set off back for the Gap and home.

It was a top ride (what rain?) and everybody seemed to enjoy the outing.

Debbil

## Ride— Central—Saturday, 2 January 2010

On the last central ride in December I had taken the Crew along the same route that was nominated for this ride. Consequently I made an executive decision to change the route to a new one so that I was not repeating the ride of only two weeks ago.

I announced to the assembled mass\* at the meeting point that the route had changed to Purga, Lake Moogerah, Rosewood, Grandchester, Laidley, Esk, Splyard Creek, Fernvale and Home— 270 km in total.

Poor Rowdy gave a sigh and said “looks like I will never get to Maleny”. Seems he has his heart set on a visit to this lovely little town. I promise it’ll happen sometime this year mate!

We mounted up and headed for the Ipswich motorway that turned out to be a little less congested with traffic than usual. We then turned off onto the Ipswich—Boonah road. We meandered our way through some lovely little stretches of bitumen and after about 100 km solid riding eventually found ourselves back on the Cunningham Highway.

I took pity on the mob and stopped for a short bum rest and to take a roll call. I was very pleased to see everyone was still there, including Shadow on the Plastic pony.

We turned off the highway at Warrill View and headed for Rosewood. We eventually found ourselves at Grandchester where we stopped at the local Pub for a cool Coke and a chat with the locals. We stayed here long enough for the multi coloured Lycra clad Bicycle riders who had decided they owned the road and consequently had blocked the entire lane, to move away.

It was a about 70 km to Esk from Grandchester so we mounted up and headed off the road was pleasant and no major potholes or rain caused us any issues. We managed to arrive at Esk about 12.30 and stopped at the Bakery for Lunch. Two of the Crew decided to attend the Pub, as they wanted slightly more than a pie for Lunch.

We also met a couple of riders who enquired about the Club over Lunch and it turned out one of them was riding a new Honda automatic Cruiser much to Ynot’s delight! After a short discussion and being rejoined by Boots and Rowdy we mounted up and headed off to the Splyard Creek road. As we turned onto this road I indicated a breakaway and all but Ynot and Shadow took advantage of this and passed me. Ynot must have read my mind because he came up beside me and indicted that he would lead if I wanted to join the breakout. Of course I couldn’t pass up such an opportunity so I turned the throttle and chased the lead riders.

We eventually reached Fernvale and we stopped here for a cold Coke and to say final goodbyes.

A good ride with good company

See ya on the next one

Sarge

\* Ynot, Shadow, Boots, Cobb (guest), Rowdy, Sarge



**Why is ‘abbreviation’ such a long word?**

# Don't Spare the Steel Horses

## A two-day ride summary – 7-8 January 2010

I only occasionally ride with this motley crew and for some reason I always end up having to write the ride story. Perhaps this has something to do with the fact that I'm usually the only one in the group who can actually string two sentences together in a reasonably logical sequence and also my knuckles don't drag on the ground. Let me tell you about this wild bunch of misfits...

Previously they passed themselves off as white supremacist "Krusaders" with a fetish for the letter "K". Now they have morphed into the wild steel horsemen of the Apocalypse who eat small children and stomp on kittens.

So I intend to make such a hash of this account that I won't be asked to contribute again any time soon and also from what I reveal about this cast of characters I will henceforth be known as "Baz The Betrayer".

I made some notes on the back of the Grafton Handicraft Mini-mart flyer I found in my hotel room first night out but there wasn't much space to write and besides I was a little under the weather at the time and now I can't read my own handwriting anyway. So what I can't remember I'll just make up as usual.

On an overcast Thursday morning in January a dishevelled band of ugly looking bikers assembled at Maccas Calamvale. As we are all well into our second childhoods it was only fitting that we occupied the children's section of the restaurant. Mrs GM (affectionately known to members as "**Sugar**") came and shot some video of us as we chomped on our bacon and egg Mc Muffins (at least those of us who still had teeth did).

There were however some more youthful riders in our group on this occasion. **Loges** represented Gen X and came equipped with that special computer chip in the brain that enables his generation to do clever stuff with graphics and pixels and iPhones and all that other techo gear. He had already earned his ride pass by designing the new Club's logos and other regalia -doing a damn good job of it too. I also appreciated his T-shirt slogan, which stated that *Old Guys Rule*. As he was hardly in that age category himself I took it as a refreshing deference to some of the really senior citizens in our group, such as President **Ynot** (AKA Grumpy).

With **Popeye** it was difficult to estimate his age because of his shiny shaved head. However, lack of an ample waistline, straight of limb stature and an enviable capacity to hold liquor soon betrayed his relative youth compared to some of us really old dogs who puff and pant a lot even when we try and pull on our boots. **Popeye** is well named. Apart from being follicly challenged, he has those big forearms with ample tattoos, skinny legs and a spring in his step. I fully expected that at any moment he might burst into song in a guttural voice singing, *"I yam what I yam and that's all that I yam... I'm Popeye the Honda man"*. *Toot toot!* It also became apparent at start up time that he must put unleaded spinach in his fuel tank, but I'll get to that in more detail later.

When **Sparra** finally arrived he even had trouble finding his way into the room where we were all sitting. He could see us through the glass wall but had to feel his way towards the door like a rat in a maze. He goes round corners on his bike the same way... but I've promised him I'm going to be kind to him for a change in this story. I'll get to **Sarge** and **Debbil** later and let's not forget **Phil** who made a special guest appearance at Grafton. **Phil the Philanderer** is worth at least two paragraphs I reckon.

You'll notice I haven't even mentioned the ride yet... I'm still trying to remember where we went. But let me tell you something I've learned in life - it's not so much about the journey; it's more about the jokers who are on the journey with you...

So, time to mount up... *gentlemen, start your engines!* When all the "gentlemen" had started theirs then **Popeye** hit his starter button and the universe shattered. It was like a re-creation of the Big Bang. The awful truth dawned. **Sarge** had some serious competition in the noise stakes. Well let's be honest about it, **Sarge** had been blown away. **Sarge** and **Popeye** obviously both suffer from Decibel Envy Syndrome, a highly contagious and competitive condition which ultimately leads to total deafness (for those who follow on behind).

**Popeye** revved his 2500 cc Honda Super charged Punisher and it was like someone had thrown a lighted match into ten tonnes of New Years Eve fireworks. The earth shook and buildings fell over. As he thundered by I saw flames licking at his fuel tank but then realised this was just the painted-on-art-work. He complained on the ride he gets less than 200 kilometres to a tank of fuel. Well hello? Is it really any wonder ... he burns most of it in the exhaust pipes in a continuous cacophony of loud explosions?

**Sarge** looked rather crest fallen. He hunched on his steel steed at the rear of the pack, sulking. Even the black leather foreskin that had previously stretched so tightly over his expansive fuel tank now looked a little shrivelled at the edges.

**Sugar** filmed us as we rode out of the Golden Arches and we all waved and flashed our pearly whites. Then we fell into a staggered formation behind **Debbil** and headed south to Beaudesert. It began to rain but **Debbil** led on stoically. The Man From Barcaldine was not going to let a little rain slow things down and of course it soon ceased and we rapidly dried out in the slipstream. I was pleased to observe that **Sparra** no longer maintained his Karate Kid ritual of "wet gear on - wet gear off". Progress was going to be a lot quicker this trip. (Those who were on the last Mild Hogs ride will know exactly what I'm talking about - those who weren't should consult those legendary chronicles for further details).

After a leg stretch at Beaudesert we pressed on towards Rathdowney. As we passed the Lions Road turn-off I glanced left and caught a glimpse of a flat top mountain in the border ranges looking exactly like the one in the movie, *Close Encounters of the Third Kind*. **Popeye** dropped down a gear in front of me and my teeth rattled. I remember thinking that I must be having a close encounter of the Fourth kind by riding with this bunch of steel horsemen.

We travelled on to Woodenbong then turned south deeper into New South Wales heading for Urbenville and Bonalbo. We dodged potholes the size of small moon craters, some still filled with water, and bumped over invisible dips that caused the suspension to bottom out with a wallop against the bike frame and catapult the rider skyward like he had just been booted in the backside. However the recent rains had obviously done the countryside a lot of good. We clattered on through these tranquil and fertile landscapes and on the rare occasions when we were not actually swerving or getting airborne, we had an opportunity to briefly admire the rolling green pastures dotted with contented cows. At least two cows dropped dead of fright and the rest stampeded when Popeye shifted gears.

We travelled through State Forests with switch back curves and advisory speed road signs that recommended 100 km/hr at some of the most twisty points. That wasn't advisory... that was a flat out dare! It took me all my skill and nerve to get round some of these curves at 30km/hr in low gear with one foot dragging on the ground. Give me a break! After I completed that section of road I was filled with self doubt and loathing until our next stop when **Debbil** commented on the same thing. That made me feel much better. If not even The Man From Barcaldine could manage those curves at the advisory speeds displayed then somehow my masculinity had been restored.

Lunch stop was at Casino. The group split between Subway and the local café, depending on personal preferences. Later **Ynot** boasted about his twelve-inch sub and **Sarge** pointed out that even six inches can satisfy if it is taken slowly. I just had a plain old hamburger at the café and I still have no idea what they were talking about and can only speculate about the context. I suspect some double entendre may have been intended.

Then we were into the final leg of the journey to Grafton. Even though our first day had only been 300 kilometres in length, we all felt like we had travelled much further on the type of roads we had traversed and were very thankful to arrive mid afternoon at our destination for the evening. Even our intrepid ride leader was looking decidedly weary on arrival.

**Phil** was waiting for us on the steps of the Grafton Crown Hotel when we trundled into the car park in single file. He was looking disgustingly refreshed and “un-bikey” in a neat pair of shorts and freshly ironed shirt - but don't let that fool you. This guy turned out to be the full disaster. He joined us for drinks and dinner that evening. Here was a man who would be just as much at home in the wilds of New Guinea as in the sophisticated streets of Sydney. As he sipped his wine and consumed plates of raw oysters his face took on a ruddy glow and his eyes became just a little bleary. He began to speak very deliberately, with long pauses for emphasis. I made a mental note not to answer my door later that evening if I heard someone beating loudly on it.

As the night wore on and the Pepperjack Shiraz flowed, **Phil** felt compelled to provide insight, for the benefit of the younger members present, on all manner of topics from how to chat up waitresses to the art of skilful lying. Mind you, the dirty looks he was getting meanwhile from our waitress that evening cast some doubt on the validity of the techniques he was describing.

This set the tone for the evening and the X-rated dinner conversation that ensued could have yielded enough blackmail material to keep me solvent for the next 10 years. A combination of liquor to loosen the tongue, testosterone enhanced bravado and the heady sense of freedom from the usual domestic constraints yielded a litany of bizarre stories of alleged exploits, sexual and otherwise, either involving ones self or predicated by the words, “*I knew this fella once who...*”

Contrasting with all this bandying about were the dutiful calls made by each participant at each rest stop during the day, using their mobile phones to check in with their respective directors of home affairs. I reached my own conclusions. In hindsight I realised that this testosterone-fuelled discussion was probably little more than the impotent fantasies of suburban males at their most creative while still in complete denial. Either that or I've lived a terribly dull and uneventful life myself. Well OK, that part is probably true. Anyway, a footnote for all the spouses who might read this... none of the above is true. I made it all up because I don't remember what was actually discussed over dinner. I think **Ynot** was telling us about the art of floral arrangement at one stage. I certainly don't remember him telling even one risqué story... (He paid me to say that).

One thing that is true is that **Sparra** finally had his long time quest satisfied and was served roast Wildebeest as his main course. I think it must have been specially flown in to Grafton on a Kitty Hawk from Johannesburg. We all waited expectantly as he took his first mouthful. 'It tastes like chicken', he said with some surprise in his voice. But then, he also claimed the same thing later about his dessert. What a let down.

The next morning Phil had already got on his bike and departed before we even had breakfast. Man, the recuperative powers of some people leave me in total awe!

For people who profess that riding bikes is their first love (well, maybe their second love) these guys were sure in a hurry to get home. Departure time was set for 8am (Brisbane time) but some were warming their engines almost at first light and we ended up setting off an hour earlier than scheduled. However I'm now used to this strange behaviour - it happens on every ride I've been on with these frenetic folk. They wake up in the morning and the first things they see are their bikes waiting outside their motel doors. Then all prior arrangements are forgotten and primordial instinct kicks in. **Sparra** didn't even have breakfast he was so keen to embark on another torturous day of bumpy roads, stinging rain and all manner of unexpected hazards leaping out at us from the bush brush cover. Even **Debbil** at one stage during the day mused about why we do this to ourselves. The question was of course rhetorical and

needed no response. As they say in the classics, if you have to ask - you'll just never understand the answer.

After the usual ritual of taking on fuel and then re-assembling all the protective bits of gear on various parts of the body was over, we headed off southwest through the Nymboida area on the way to Ebor. Near Ebor we encountered our first mob of cattle grazing on the green grass either side of the roadway. Hasty braking and bikes going in all directions avoided a pile up and each of us having to pay for a side of beef. Real cowboys of the type who wear moleskin pants, Akubra hats and RM Williams boots, swept by us majestically on horseback, deftly flicking their stock whips and whistling up their Blue Healers. The cattle were all over the roadway and steers with wild eyes were staring at our steel horses and kicking up their back legs. It was pure Australiana and would have looked good on any doco about this wide brown land. I prayed that **Popeye** didn't blip his engine.

At Guyra we stopped for coffee - big mistake. I should know by now that coffee goes straight through me and ends up in the waterworks, especially on cool mornings. Actually the cool crisp morning air was so novel after three weeks of steamy humid rain in Brisbane. However I hadn't counted on the fact that **Debbil** needed to cover some ground and our next stop would not be until we reached Glen Innes. In no time every bump was torture and at one stage I thought I would have to lower the under-carriage right there on the side of the highway. It wouldn't have mattered as there were only crows and the odd dead 'roo in the table drains but pride made me carry on. I took some comfort in knowing that **Ynot** in particular would also be suffering. I would not be the first to bust. It became another contest to be endured. I was first into the toilets at the roadhouse at Glen Innes after what seemed like an eternity. Now I know why **Sarge** rides down the back and tells everyone, *if I drop out of sight for a while, don't come back looking for me. I'll be OK.*

Now going north on the New England Highway we were headed for Tenterfield. The road was good and it was clear up ahead. **Debbil** signalled to allow the children to go play in the traffic. Despite the frequent roadside warnings about speed cameras in NSW I must confess some of us did succumb to the temptation and opened the throttles for a short burst up the highway, officially leaving the club ride at that point. Just before Tenterfield **Sarge** and I dropped in behind our ride leader again who steadfastly stuck to the speed limit and a highway patrol vehicle crested the road in front of us at that very moment. We must have looked very smug and righteous as we passed by. I was almost tempted to wave.

Strains of a song came into my head.

*Time is a traveller,  
Tenterfield Saddler  
Turn your head  
Ride again jackaroo,  
think I see kangaroo up ahead.*

RIP Peter Allen



We were careful not to get our photographs taken going in and out of Tenterfield because that can prove very expensive. We met up with the other bolters who were waiting for us in Tenterfield and rode on separately as a group to Wallangarra about 15 clicks north up the highway. We stopped at the local pub which came highly recommended by **Sarge**. When I saw the size of the meals that were being served up, I understood why. The rissoles, gravy and vegetables I had were so filling I haven't had a proper meal since. Good tucker served with classic Aussie casualness. When asked if we wanted coffee by the female proprietor most answered, "yes" only to be promptly told to get it ourselves and make one for her while we were about it. I love country pubs.

It was definitely now time to head home. Weighed down with a heavy meal and a light ale I felt more like sleeping than riding. We crossed the Queensland border and went on to Stanthorpe and Warwick. As if on cue it started raining again on the outskirts of Warwick to remind us we were back in Queensland. The humidity was also soaring, which made us all sweat profusely under all our wet gear. After a brief bum stop at the top of Cunningham's Gap we slithered down the steep and winding descent in third gear onto the coastal plain to the East. Another enjoyable adventure was coming to an end.



**L to R: Baz, Popeye, Sparra, Ynot (top), Debbil, Loges and Sarge.  
This was the final farewell point on our return journey—taken at Aratula.**

After a brief stop over at Aratula we all went our separate ways. **Debbil** and I stayed on for a final coffee but **Ynot** was getting really grumpy after such a long ride (600 kilometres in total) and was keen to get home and put his paining rear end in a sling. The rest of the group, still eager to ride, went with him. **Sarge** was already planning his next ride for the following day.

#### **Baz**

Footnote: *Special thanks to Debbil who subsequently provided me with a complete list of towns we went through on our two-day ride. This enabled me to write this piece sounding like I really knew the whole route we took.*

# Event Calendar

Where it says "**Rider's Choice**" or "**Pillion's Choice**" or "**Member's Choice**"

We would like you to volunteer to lead a ride along your favourite roads.

If you want to take a Riders Choice, email the nominated Ride Captain at least two weeks before to let him/her know the meeting point (you decide), the route, the distance, and approximate ride duration.

If everything is OK, the Ride Captain will approve it and let you know ASAP.

When the Ride Captain lets you know, you **MUST** then email all members to give them advanced notice of the ride details.

(if you can't do that, ask the Secretary to do it ASAP).

**YOU** must then lead the ride.

If nobody volunteers, the nominated Ride Captain will take the ride as usual.

**You must phone the relevant Ride Captain by 7.30 pm the night before a ride to confirm you wish to do that ride.**

## Meeting Points & Ride Captains

<b>South</b>	M1, Exit 38, Yatala (BP Service Centre)	<b>Yogi</b> — 11yogi11@gmail.com Mob: 0418 692 277; Ph: 07 3206 0440
<b>West</b>	McDonalds, 2 William St, Goodna	<b>Sam</b> —samhobden@hotmail.com Mob: 0419 174 201; Ph: 07 5464 1066 <b>Cosmo</b> —cutidea@bigpond.com.au Ph: 07 5464 5275
<b>Central</b>	McDonalds, Logan Rd & Norton St, Upper Mt Gravatt	<b>Sarge</b> —sarge44@bigpond.net.au Mob: 0417 636 425; Ph: 07 3272 5981

## January 2010

Fri 1			New Year's Day	<b>Hangover</b>
Sat 2	Central	9.00 am	Samford, Dayboro, Mt Mee, Maleny, Burpengary, Home	210 km 5 hours
Sun 10	West	9.00 am	Rosewood, Gatton, Murphys Creek, Hampton, Esk, Fernvale	
Sun 17	South	9.00 am	Beaudesert, Lions Road, Kyogle, Nimbin, Murwillumbah, Home	289 km 6 hours
Tue 19	<b>All</b>	<b>7.00 pm</b>	<b>Meeting at Broadway Hotel, Woolloongabba</b>	
Sun 24	Central	9.00 am	Blacksoil, Fernvale, Esk, Splyard Creek, Mt Glorious, Samford, Home	300 km 6.5 hours
Tue 26			Australia Day	
Sat 30	West	9.00 am	Pillion's Choice	

## February 2010

Sun 7	South	9.00 am	Yatala, Advance Town, Natural Bridge, Byron Bay, Home <b>See Shannons' Invitation at end of Event Calendar</b>	306 km 5.5 hours
Sat 13	Central	9.00 am	Beaudesert, Boonah, Harrisville, Rosewood, Blacksoil, Home	320 km 6 hours
Sun 14	<b>All</b>	<b>10.30</b>	Valentine's Day - Family BBQ (Sausage Sizzle) Grey Gum Park, Mt COOTHA Gold Coin donation— <b>NO RIDE! This is the Park next to Channel 7.</b>	Roses
Tue 16	<b>ALL</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sun 21	West	9.00 am	Peak Crossing, Boonah, Queen Mary Falls, Aratula, Ipswich	220 km
Sat 27	South	9.00 am	Rider's Choice	

## March 2010

Sat 6	<b>All</b>	6.30 pm	Ten Pin Bowling, Kessels Rd, McGregor, \$25 / game including gear. Drinks etc available	
Sun 7	Central	9.00 am	Grandchester, Laidley, Esk, Kilcoy, Home	280 km 6 hours
Sat 13	West	9.00 am	Brekkie Ride. Redbank Plains, Greenbank, North MacLean, Jimboomba, Muddoolun, Canungra	150 km
Tue 16	<b>ALL</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sun 21	South	9.00 am	Yatala, Cleveland, Redland Bay, (tourist drive)	150 km 5 hours
Sat 27	Central	9.00 am	Beaudesert, Rathdowney, Queen Mary Falls, Killarney, Maryvale, Home	380 km 7 hours

<b>April 2010</b>				
Thu-Sun 1-4	Central	9.00 am	EASTER – Sarge’s Baked Bean run. Starts Thursday 1: returns Sunday or Monday; going SOUTH	About 500 km / day
Sat 10	West	9.00 am	Peak Crossing, Boonah, Queen Mary Falls, Aratula, Ipswich	350 km
Sun 18	South	9.00 am	Tweed Heads, Kingscliff, Byron Bay, Lennox Head, Alstonville Pub (Lunch), Teven, Bangalow, Coomera	314 km
<b>Tues 20</b>	<b>ALL</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sat 24	Central	9.30 am	Barefoot Lawn Bowls—Sausage Sizzle Lunch. Coorparoo Lawn Bowls Club, Cnr Wakefield St and Harries Rd, Coorparoo. \$12—NO RIDE	
Sun 25	West		Anzac Day	
<b>May 2010</b>				
Sun 2	South	9.00 am	Mudgeeraba, Neranwood, Springbrook, Ingleside, Tallebudgera, Dungay, Murwillumbah, Tumbulgum, Coomera	204 km
Sat 8	Central	9.00 am	Grandchester, Laidley, Esk, Kilcoy, Home	280 km 6 hours
Sun 9			Mother’s Day	
Sun 16	South	9.00 am	Yatala, Advance Town, Natural Bridge, Byron Bay, Home	306 km 5.5 hours
<b>Tues 18</b>	<b>ALL</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sun 23	Central	9.00 am	Rider’s Choice	
Sat 29	West	9.00 am	Pillion’s Choice	
<b>June 2010</b>				
Sat 6	South	9.00 am	Yatala, Cleveland, Redland Bay, (tourist drive)	180 km 5 hours
Sat-Sun 12-13	Central	9.00 am	Hervey Bay Weekend away	500 km 2 days
<b>Tues 15</b>	<b>ALL</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sat 20	West	9.00 am	Gatton, Toowoomba, Oakey, Goombungee, Hampton, Esk, Fernvale	278 km
Sun 27	South	9.00 am	Rider’s Choice	
<b>July 2010</b>				
Sat 3	Central	9.00 am	Samford, Dayboro, Mt Mee, Maleny, Burpengary, Home	210 km 5 hours
Sun 11	West	9.00 am	Aratula, Maryvale, Allora, RUDDS Pub, Ma Ma Creek, Laidley, Walloon	280 km
Sun 18	South	<b>Early</b>	Laverda	
<b>Tues 20</b>	<b>All</b>	9.00 am	<b>Broadway Hotel Woolloongabba</b>	
Sat 24	Central	9.00 am	Rider’s Choice	
Sun 01	West	9.00 am	Pillion’s Choice	
<b>August 2010</b>				
Sun 8	South	9.00 am	Mt Tambourine, Canungra, O’Reilly’s Rainforest Guesthouse, Canungra, Coomera	122 km
Sat14	Central	9.00 am	Samford, Mt Glorious, Esk, Kilcoy, Home	300 km 6.5 hours
<b>Tues 17</b>	<b>All</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sun 22	West	9.00 am	Flagstone Creek, Cambooya, Pittsworth, Oakey, Toowoomba, Gatton	352 km
Sun 29	South	9.00 am	Rider’s Choice	

September 2010				
Sat 4	Central	9.00 am	Beaudesert, Mt Lindsay, Kyogle, Lions Road, Beaudesert, home	350km 6 hours
Sun 5	West		Father's Day	
Sun 12	South	9.00 am	Mullumbimby, Montecollum, Rosebank, The Channon, Koonorigan, Nimbin, Blue Knob, Kunghur, Murwillumbah, Tweed Heads, Coomera	317 km
Sun 19	Central	9.00 am	Beaudesert, Boonah, Harrisville, Rosewood, Black soil, Home	300 km 5.5 hours
<b>Tues 21</b>	<b>All</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sat 25	West	9.00 am	Rider's Choice	
Mon-Wed 27-28-29	Debbil	9.00 am	Mild Hogs Ride	1,500 km 3 days
October 2010				
Sun 3	South	9.00 am	<b>Short Ride:</b> Breakfast at Springwood Suzuki then onto Moss Street for a bike shop crawl. Springwood Hotel for Lunch	50 km
Sat 9	Central	9.00 am	Esk, Yarraman, Nanango, Kingaroy, Kumbia, Bunya Mountains, Bensenville, Maidenwell, Blackbutt, Esk	550 km
Sun 17	West	9.00 am	Peak Crossing, Boonah, Queen Mary Falls, Killarney, Yangan, Clintonvale, Aratula, Ipswich	295 km
<b>Tues 19</b>	<b>All</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba *** AGM ***</b>	
Sun 24	South	9.00 am	Rider's Choice	
Sun 31	Central	9.00 am	Pillion's Choice	
November 2010				
Sat 6	West	9.00 am	<b>Dinner Ride</b> - Fernvale, Wivenhoe Dam, Esk, Lowood	123 km
Sun 14	South	9.00 am	Yatala, Beaudesert, Kyogle, Lismore, Bangalow, Coomera	350 km
<b>Tues 16</b>	<b>All</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sat 20	Central	9.00 am	Landsborough, Nambour, Cooroy, Noosa, Caloundra, BP Service Centre Burpengary	295 km
Sun 28	West	9.00 am	Rider's Choice	
December 2010				
TBA			Christmas Party !!!!! on a date to be decided	
Sun 5	South	9.00 am	Mudgeeraba, Neranwood, Springbrook, Ingleside, Tallebudgera, Dungay, Murwillumbah, Tumbulgum, Coomera	204 km
Sun 12	Central	6.00pm	Mt Nebo, Glorious, Somerset, Kilcoy, Toogoolawah, Esk, Hampton, Toowoomba, Murphys Creek	400 km
Sat 18	West	9.00 am	Christmas Lights ride and Dinner	
<b>Tues 21</b>	<b>All</b>	<b>7.00 pm</b>	<b>Broadway Hotel Woolloongabba</b>	
Sun 25			Christmas Day	
Sun 26	South	9.00 am	Rider's Choice	



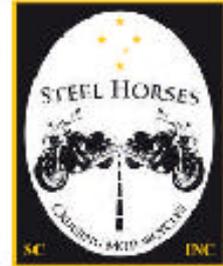
Shannons would like to invite the Steel Horses club for a run. On Sunday the 7<sup>th</sup> Feb 2010 there will be free coffee for bikers who would like to come and visit us at The Mount Glorious MAIALA Teahouse, 1850 Mt Glorious Rd. Get a quote on your bike/ Car or Home and have a free coffee on us.

Shannons will be there at 7.30am til 11am. The coffee's on us, so come and say hello!

Phil Ross , Business Development Manager (Qld), Shannons Limited.



**2010**  
**Baked Beanz Easter Ride**

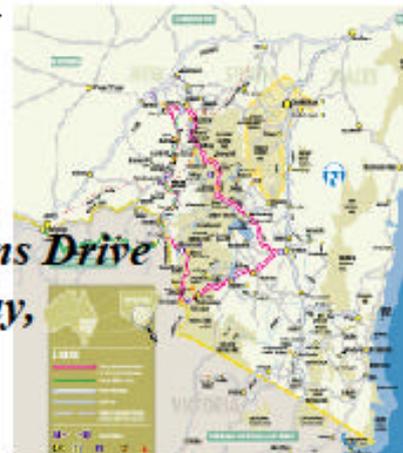


**When**

***Thursday April 1 to Monday April 5***

**Where**

***Brisbane to  
Snowy Mountains  
including Snowy Mountains Drive  
& Snowy Valleys Way,  
and Return  
Aprax 3000km***



**Leaving from**

***BP Yatala – Exit 38  
(8 am departure)***

**Information**

***Call Sarge on  
0417636425***

***Note : Ride will be average of 600km per day with accommodation democratically selected at end of each days riding.  
(Based on availability. Pack a swag in case)***

***Ride available to Steel Horses riders and their Guests only***

# Riders' Delegate

Steel Horses Cruising Motorcycles Social Club Inc. **Rule 19(7)(b)** says that a member may be nominated for Riders' Delegate provided the association has a minimum of 20 financial Riders.

The Club now has at least 20 financial Rider members, and therefore the Club is seeking nominations for this position.

- Nominations must be in writing, signed by the candidate, and signed by the RIDER who nominates and the RIDER who proposes the candidate [there is a nomination form on page 23, and also on the website].
- Any grade of** member may be nominated for the position of Riders' Delegate provided both proposer and second are **RIDER** members.
- If there is only one valid nomination at the January meeting, that person will be appointed to the position.
- If there is more than 1 valid nomination at the January meeting, there will be a secret exhaustive ballot by financial Riders present at the meeting, to appoint one of the nominees to the position.
- If there are no valid nominations at the January meeting, the Management Committee may appoint a member to fill the office.

So **RIDERS**, if you would like a particular member (**of any grade**) to represent you on the Management Committee, nominate that person now and make sure the Secretary receives the COMPLETED nomination form NO LATER THAN 14 days before the February meeting.

## **Role Description**      **Position reports to:** President

**Role Summary:** The purpose of the Riders' Delegate is to represent all rider members on the management committee, and be the first point of communication for any issues of concern or clarification.

### **Duties:**

- Be the first contact for any rider who has a complaint, problem, or enquiry concerning his or her activities in the club.
- Attempt to resolve any issues requested by riders.
- Refer unresolved issues to the management committee for resolution.
- To report any replies, suggestions or ongoing action from the management committee back to riders who have raised issues for resolution.
- Represent riders at the management committee meetings.
- Attend monthly meetings and interact with visitors and prospective rider members.
- Make available the Club Rules and By-Laws to prospective riders, and answer any questions they may have. The club culture should be clearly explained, in that we are a social club, club affairs are run democratically, and transparency of information is encouraged.
- Explain to new riders that they must wear a club vest to all club events, and that the appropriate patches and insignia are correctly positioned on the vest.
- Introduce new rider members to the management committee members.
- Assist prospective rider members to fill out the application form and draw their attention to the Rules and By-Laws.
- Explain to new rider members that you are the first point of communication regarding the club administration or for specific interpretations of the Rules and By-Laws.
- Assist the Secretary to check the currency of new members' licences when they join, and existing rider members' licences when they renew their membership.
- Keep in contact with all rider members and encourage them to talk to you regarding club issues.
- Maintain a visible and regular presence at club events and encourage attendance and participation by all members at club events.
- Represent Pillions and Social Members when their delegate is not available.

LADIES  
Jeni B  
3/4 Sleeve  
Black



LADIES  
Jeni B  
3/4 Sleeve  
White



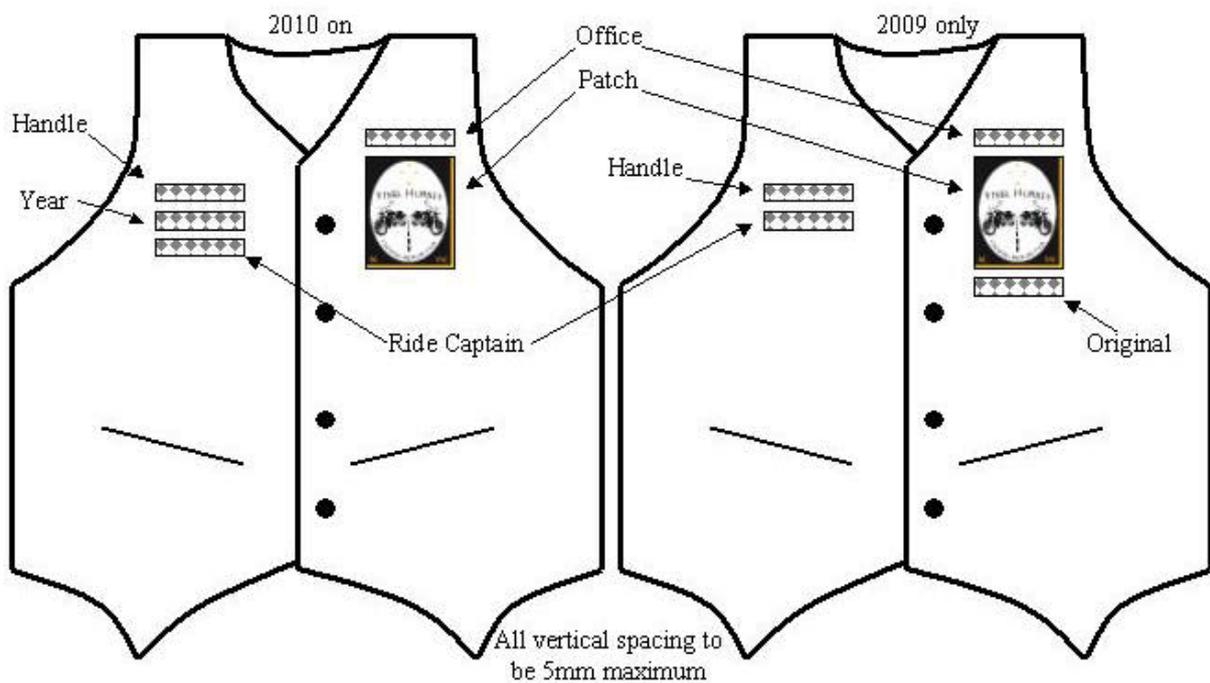
MENS  
Johnny Bobbin  
Long Sleeve  
Black



MENS  
Johnny Bobbin  
Long Sleeve  
White



## How to wear your Patch and Insignia





# Steel Horses Cruising Motorcycles Social Club Inc.

## Nomination Form

For this to be a valid nomination  
the Secretary **MUST** receive it completed at least 14 days before the relevant meeting date.

Position being nominated: \_\_\_\_\_

Handle of person nominated: \_\_\_\_\_

I \_\_\_\_\_ (person nominated)

- declare that I am a financial member of the club
- state that I understand the roles relating the position above
- state that I agree to perform those roles to the best of my abilities.

Signed: \_\_\_\_\_ Member #: \_\_\_\_\_ Date signed: \_\_\_\_\_

Proposed by: \_\_\_\_\_ Member #: \_\_\_\_\_ Date signed: \_\_\_\_\_

Seconded by: \_\_\_\_\_ Member #: \_\_\_\_\_ Date signed: \_\_\_\_\_

..... **Administrative use only** .....

Nomination received on: \_\_\_\_\_ Received by: \_\_\_\_\_ # \_\_\_\_\_

[version 1.0]