



Issue 2
Volume 2

March 2010

The Official Newsletter of Steel Horses Cruising Motorcycles Social Club Inc

The Steel Horse

Inside this issue

GM's March Report

GM's Report	1
Who's who	2
Club Objectives	2
Membership	2
Monthly Meetings	2
Club Merchandise	2
Internet presence	2
Disclaimer	2
Ynot's Blurb	3
VIP dates	3
Treasurer's Report	4
Minutes of Meeting	5
Ride—21 Feb '10	7
Coordinator's Report	7
Ride—27 Feb '10	8
Ride—13 Mar '10	8
Techy Stuff	8
Ride—7 Mar '10	9
Tail End Charlie	9
Event Calendar	10
Why do we Ride?	12
M'cycles History—pt 2	13
Merchandise for sale	14
Patch & Insignia	14

Hi All. I know we need the rain but I'm sure tired of the wet stuff interrupting rides.

Hopefully it will be drier and cooler in the coming weeks and months so that we can really get out on the road.

We are a young Club and still finding our feet a bit and this month I wanted to talk about bikes and specifically why we only accept certain types of Bikes into the Club. I have respect for all Bike riders irrespective of the Bike they ride (unless it is a scooter) however our Club is specifically for Cruisers and Tourer type motorcycles.

Why? I hear you ask. The answer is simple. Cruiser and Tourer motorcycles are designed by the manufacturer for a specific purpose and that is to Cruise sealed roads for reasonable distances in reasonable comfort. Sports Bikes are designed specifically to go fast and to ride for short distances comfortably.

On a ride, Sport Bikes are capable of reaching legal speed limits a lot faster than 'our' Bikes and this makes it difficult for the rest of us to keep up with them off the mark and after corners and up hills etc. They can also easily out brake the rest of us. This ability and power, can and has, created a little frustration for slower riders and slower Bikes and the same for the Sport Bikes riders who constantly need to holdback to keep within the ride formation.

In addition Sport motorcycles can corner a lot faster and manoeuvre a lot faster than the best of the Cruisers and what this can potentially cause when you are following a sport bike is a significant 'Oh Shit' experience for the less manoeuvrable bike when the Bike in front successfully got around the corner and your bike cannot and is scraping all that lovely chrome off the shiny bits we are all so proud of.

Given all of this, it is unfortunate that we will sometimes say 'no' to a membership application due to the Bike being the wrong type and this is tough for all involved. However it is important that we all hold the line with our principals and that is - the club was formed for Cruising and Touring motorcycles and if you ride a different type of bike then you need a different club, nothing personal.

Two of the things we have taken some care in setting up, are the Rules and By-Laws. These allow us to have a good structure for the Club to operate within.

I encourage everyone to openly discuss general things like ride rules and type of Bikes etc in the club meetings, because these open discussions are healthy and good to promote understanding of why certain things are done certain ways. Just don't get personal is all I ask.

Deadline
2nd Tuesday of every
month

Continued on Page 3

Who's who

Management Committee

GM—Sarge

Phone: 07 3272 5981
Mobile: 0417 636 425
Email: sarge44@bigpond.net.au

President—Ynot

Phone: 07 3395 0747
Mobile: 0417 758 792
Email: tw.lowe@bigpond.com

Treasurer—Kmac

Phone: 07 3273 4239
Mobile: 0403 280 410
Email: KMKLIGHTING@bigpond.com

Secretary—Debbil

Phone: 07 3343 3283
Mobile: 0417 747 168
Email: ijandja@bigpond.com

Coordinator—Sugar

Phone: 07 3272 5981
Mobile: 0417 636 158
Email: sarge44@bigpond.net.au

Riders' Delegate—Rowdy

Phone: 07 3372 2409
Mobile: 0423 196 380
Email: alecgriggs@bigpond.com

Other roles

Merchandiser—Loges

Phone: 07 3849 7210
Mobile: 0434 405 385
Email: loganprinting@bigpond.com

Editor—Debbil

Phone: 07 3343 3283
Mobile: 0417 747 168
Email: ijandja@bigpond.com

Proof Reader—Jenny

Phone: 07 3343 3283

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

Webmaster—Debbil

Phone: 07 3343 3283
Mobile: 0417 747 168
Email: ijandja@bigpond.com

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 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 Committee 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 3rd Tuesday at Broadway Hotel, Woolloongabba, Brisbane at 7.30 pm. The Broadway Hotel is at the intersection of Logan Rd, Wellington Rd, and Balaclava St, Woolloongabba.

Club Merchandise

Please contact the **Merchandiser** (see **Other Roles** to the left) if you are interested in **Steel Horses Cruising Motorcycles Social Club Inc** merchandise . See the last page for NEW merchandise.

Internet presence

THE CLUB WEBSITE IS:

steelhorsesinc.com

(steel horses inc dot com)

As at 3 pm on March 13, the website had 795 visits!

Disclaimer

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

I have not been able to attend the last few meetings due to work commitments and I will unfortunately miss the March meeting as well but I am with you in spirit and encourage the ongoing discussions.

Our website is active and lots of people are looking at it based on the hit counter. I ask that each of you take the time this month to get photos of you and your Bike to Debbil. The ability for new prospective members to be able to view who we are and what we ride on the web is a powerful aid to encouraging people to join us, so come on and get that camera working! No, it is not mandatory but just nice to have.

Look forward to seeing you all on the next one

Sarge

Ynot's Blurb—March 2010

Hi all,

Unfortunately there has not been much riding going on in the past month because of the rain. I did however get a couple of short rides in dodging showers. I am sure the weather will improve in the not too distant future so that we can resume our full riding program once again. Out of desperation I mentioned to a couple of members that we should take the opportunity of the wet weather to perfect our wet riding skills and ring around to encourage members to attend a ride in the pouring rain, but this was not well received. When they stopped laughing they told me to politely, "Go Away".

At last we have circulated the By-Laws for membership perusal. They have been on the web site for several weeks now, so if you have not yet viewed them I suggest that you do so in the near future, because we will be voting on their acceptance at the March monthly meeting. We will not be discussing the By-Laws in depth at the monthly meeting, we will be merely voting to accept them or not. If there is a By-Law that you want to discuss, we will do this at following meetings. I repeat once again that the By-Laws are not intended to be restrictive controls. They are more an instruction manual for expected membership behaviour. Changes can be made at any monthly meeting provided the correct process is followed.

The club is now in possession of a 9m x 3m marquee, thanks to the e-bay expertise of Lace. She managed to procure it for a delivered price of \$262.00. The Marquee comes complete with back and sides, carry bag, and six sand bags. The lowest price we received before Lace volunteered was approximately \$1,300.00. Well done Lace, thank you very much for your efforts. Sparra has volunteered to store the marquee in his shed. Thank you Sparra. We plan to have a "wetting the roof ceremony" in the near future, so that we can look like experts when we erect it in public for the first time. There is no club identification on the Marquee, so we will need to purchase a banner as well. We will do this when funds permit.

Following our last monthly meeting, the Management Committee met with the Ride Captains and Ride leaders to discuss the issues raised at the monthly meeting, in "Other Business Without Notice". In summary, all rider experience will be catered for on rides, Ride Captains and Ride leaders will work with Tail End Charlie to control the rides, and provisions will be made for riders to leave and rejoin the ride at appropriate times. For more information on the ride rules, refer to the By-Laws 18(a) and 18(b). The types of motorcycles to be allowed into the club, was also discussed. This is further addressed by Sarge in his report.

As I am writing this, there is a clear blue sky outside, and the sun is shining. Hopefully this is a sign of the weather to come. I must get outside and enjoy it.

Safe riding

Ynot

VIP dates

- ◆ **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

Treasurer's Report March 2010

As at 1st March 2010

Balance Commonwealth 29 th .Jan 2010			\$1,700.90
Plus Income			
(Paid for 2009/2010 year)	Membership	\$45.00	
Payment received for Club Merchandise	1 x shirt; 1 x Cap	\$52.00	
	Raffle	\$64.00	
Proceeds from Family BBQ	Donation	\$61.00	
Patch & Insignia—Apples	Patch & Insignia	\$15.00	
Cash back from Mask	Donation	\$10.00	
	Sub total	\$247.00	
Less expenditure			
Name Insignia, , Original Insignia, 2010 year Insignia — Embroidery Excellence	Insignia	\$15.95	
Brisbane Screen Printing - Shirts	Apparel	\$753.28	
P.E. Brophy - Shirts	Apparel	\$407.00	
P.E. Brophy - Caps	Apparel	\$197.14	
	Sub Total	\$1,373.37	
Balance Commonwealth Bank 1st. March			\$574.53
Liabilities: cheques not yet presented			
Purchase via E-bay (Lace)	Marquee	\$262.00	
Inventory—Stock on hand \$323.00			
Income:			
	Sub total	\$262.00	
Total Funds available			\$312.53
Stock			
Caps \$257-45			
Patches & Insignia \$115-50			
Kmac—Treasurer			



As we get older we sometimes begin to doubt our ability to "make a difference" in the world. At these times our hopes are boosted by the remarkable achievements of other seniors who have found the courage to take on challenges that would make many of us wither.

Harold Scumberg is such a person and has often been asked, "What do you old folks do now that you're retired?" His answer is:

"Well, I'm fortunate to have a chemical engineering background, and one of the things I enjoy most is turning beer, wine, scotch, and margaritas into urine."

Minutes of meeting—16 February 2010 @ Broadway Hotel

- Meeting Opened:** 7.33 pm by Ynot.
- Attendance:** 15 members attended. They were: Apples, Boots, Cougar, Debbil, Drastic, Kaz, Kmac, Lace, Loges, Rowdy, Sparra, Steiny, Sugar, Wingman, and Ynot.
- Visitors:** There were 4 visitors. They were: Baz, Gem (Lee), Gillian, and Smiley (Bruce).
- Apologies:** 10 people sent apologies. They were: Cosmo, Ginger, Helen, Huffy, Jenny, Phil, Sam, Sarge, Shadow, and TT.
- Minutes of Previous Meeting:** **Sparra** moved that the minutes of the previous meeting published in the February Newsletter and distributed to all members be accepted as true and accurate, Sugar seconded the motion. 9 were in favour; 0 against: motion was carried.
- Business arising from minutes:** **Ynot** spoke about Public Liability Insurance and the feedback he had from Motorcycle Australia.
- He explained that Kmac was investigating their Public Liability but it seemed that 2 members needed to join as members and then the club would be eligible to take out their insurance.
- Ynot** explained that the draft By-laws were complete following the Management Committee meeting on the previous Saturday.
- He urged members to read the By-Laws which had been posted on the club's website, as there will be a vote on them at the March meeting.
- He emphasised that the By-Laws were to be used like an "instruction manual" and he gave examples.
- Ynot** explained the advantages to the club and to individual members.
- He said that once members approved the By-Laws, any member could get them changed at any monthly meeting provided they had a majority support.
- Ynot** told the meeting that when the By-Laws were approved, they and the Rules would be available to members in hard-copy form at cost.
- Correspondence in:** Nil
- Correspondence out:** Nil
- Business arising from correspondence:** Nil
- 1. Appointment of Delegate:** Rowdy was the only nomination for Riders' Delegate. Therefore he was appointed to the Management Committee. All congratulated him.
- 2. GM's report:** **Sarge** was not present so there was no oral report, but his report was in the February newsletter.
- 3. Ride reports:** **Sparra** told the meeting about the Central ride on Saturday 13 February when Sarge was unable to take it.
- Ynot** described what happened with the Central Shannons ride and how it was cancelled because of the RAIN. He also spoke about Sam's West ride.
- Sugar** spoke about the Family day BBQ.
- Debbil** added that the Management Committee had decided that NON-RIDE Social Events would be labelled as CHILDREN WELCOME or ADULTS ONLY. He said that there would be a minimum of 3 CHILDREN WELCOME, non-ride Social Events each year.
- 4. Treasurer's report** **Kmac** delivered his Treasurer's report. Wingman moved that the report be accepted. Rowdy seconded the motion. 11 were in favour; 0 against: motion was carried.
- 5. Coordinator's report:** **Sugar:**
- said that she had offers of donations for raffles for six months;
- reminded members there would be 10-Pin Bowls on Saturday 6 March;
- announced there would be Lawn (Bare Foot) Bowls on 24 April at 9.30 am.
- Ynot** asked members to give their input to Sugar as she would need to update the Event Calendar.

- 6. Merchandiser's Report:**
- Loges** showed the new Tee shirts and caps to members and later distributed those that had been ordered.
 - He** asked Boots to demonstrate the Face Masks. Both Winter and Summer weight masks were \$65.95 with \$10 going to the club.
 - Ynot** said that in future clothing would be ordered in batches as orders built up.
 - Loges** said that Sunglasses might be available later.
- 7. Distribution of Merchandise & Raffle Sales:**
- These were carried out during the break.
- 8. Welcome to new member:**
- Ynot** welcomed Baz as the Club's first 2010 member. Baz gave the meeting a short spiel about himself.
- 9. Club Marquee and Banner:**
- Ynot** spoke about the need for a Club Marquee and banner. (This is when Ynot made his first of TWO slips-of-the-tongue for the night !!!).
 - General discussion followed with Lace to check Ebay.
 - Bruce** gave us information about BCF's OZTRAIL 3m x 3m marquees and suggested we get two of them instead of a single 6m x 3m marquee. This seemed a good suggestion and he will follow this up.
 - Loges** volunteered his single OZTRAIL 3m x 3m marquee for the short-term.
- 10. Children at Social Events:**
- This was covered previously.
- Other Business (without notice):**
- As Riders' Delegate, **Rowdy** asked the members to consider By-Law 17b: RIDE RULES, particularly "Members should contact the Ride Captain the day before a ride to advise of attendance". There was considerable discussion on this point.
 - ACTION:** Out of courtesy, Riders should contact the Ride Captain/Leader the night before a ride to inform the Captain/Leader of their intentions.
 - ACTION:** the Webmaster is to emphasize this point on the website.
 - As Riders' Delegate, **Rowdy** also asked the members to consider By-Law 17b: RIDE RULES, in particular "Riders should keep the following Rider in view whenever possible" and he pointed out that there have been problems with rides splitting and Riders not knowing where to go.
 - There was considerable discussion on RIDE BEHAVIOUR with a number of schools of thought being expressed. Speakers (in no particular order) included Boots, Cougar, Debbil, Drastic, Lace, Smiley (Bruce), Steiny, Sugar, Wingman, and Ynot.
 - ACTION:** Ride Captains/Leaders are to ensure that Riders fully understand the Ride Rules and to spell out differences between Riding as a club, and going on a "Breakout".
 - ACTION:** Ride Captains/Leaders also need to ensure that Riders understand what it means to "keep a rider in your mirror".
 - Wingman** asked for clarification on the Public Liability Insurance. This was explained.
 - Ynot** informed the meeting that he would introduce topics for discussion at each meeting. These would be on ride issues and explanations of specific By-Laws.
 - Debbil** highlighted two errors in the wording of the draft By-Laws for members to keep in mind when reading them.
 - Debbil** asked members to replenish their supply if Ride Invitations.
- Raffle:**
- Drastic** won the Whisky, and the Body Shop Voucher that Ynot and Apples had donated.
- Next meeting date:**
- 16 March 2010 **AT 7.30 pm** — **NOTE NEW TIME**
- Meeting closed at:**
- 9.25 pm

Ride— West—Sunday, 21 February 2010

Well the weather didn't look all that great and Sarge rang at 7.30am to say it had been raining at his place for an hour and he wasn't going on the ride.

So down to Maccs at Goodna I went copping two showers on the way to see how many real men would turn up for the ride.

While I was sipping my coffee in rode Ynot (real man no1) next was Debbil(real man no2) so we rang sarge and told him the rain had stopped and be a real man and ask Sugar if he could go on the ride and that we would wait for him (not so real man no3).

Queen Mary Falls was a no go as we could see the cloud and rain hanging over it so it was decided to head to Toowomba via Murphys creek.

So off we went, real man no1, real man no2, not so real man no3 and Cosmo leading the way.

After leaving Toowomba we headed for Hampton stopping at the Farmers Arms Hotel for lunch where we were over run by the FJ club and another large group of riders on BMWs.

After a huge lunch which I think I am still digesting we carried on to Esk for fuel then on to Blacksoil to say our goodbyes.

I must add that I could have turned off at Fernvale to go home but being the trooper that I am I went to Blacksoil with the rest and got soaked for my trouble.

So next time be warned, you can all get stuffed and I will turn off.

See you round like a rissole

Cosmo

Coordinator's report—February 2010

Well what a great day we had on Valentines Day BBQ at Mt COOTHA. WE made \$61 for the Club with nothing out of pocket.

Thank you to Sparra, Tink, Debbil and Sarge for cooking the food with great assistance from Ynot and his Boy Scout skills in starting the Fire.

Thanks go to:

- Jenny for donation of the sausages
- Apples and Ynot for the onions
- Ginger and Sparra for the Melon

A BIG thanks to our President for getting to the park so early to save the BBQ area for us.

We have 29 People attend thanks to all for the support.

The next event is the 24th of April, Lawn Bowls at Coorparoo.

Please send a picture of yourself and your Bike to the web site via Debbil.

If you are interested in going on the Baked Bean run please see me at the next meeting.

St Patrick's day is 17th March

We will be having a night Dinner ride in April (weather permitting) more details closer to the date.

Regards

Sugar

Ride— South —Saturday, 27th February 2010

It was wet – wet - wet - wet when I woke up and looked out the window.

Boots text messaged me and asked if I was still going as it was raining on the north side. I sent a text back that it was raining at my place as well but I would still go to Yatala in case. But if I was him I would stay home because I was not very confident that the ride would happen. He agreed.

I finally got all my gear on, started the bike and headed off to Yatala. I arrived about 20 minutes to 9 am and no other Steel Horse member was in site. I parked up and purchased a coffee. As I was waiting for 9 am to arrive a few Bikes parked beside me. They were led by a rider and his missus on a Triumph Rocket that had been completely tricked out. I had a bit of a talk with this bloke. He took me over the Bike and described all the changes and upgrades he had made - 3 into 1 pipe, modified rear guard, side mounted number plate, extended forks and raked front end, narrow front wheel, nitrous bottle fitted, custom paint job and opened up carburettors. It was a very impressive Bike and one of the best Rockets I have seen. I didn't offer a ride invite as he was in an MC and wouldn't need one.

This little conversation took me past the departure time and as it was about 15 minutes past. The weather had cleared so I wished the Rocket rider well and headed off South.

In short I travelled via the Gold Coast to Advancetown, then over and up to Lower and Upper Beechmont and down the other side to Canungra. I then went across to the Gold Coast and then onto the freeway and back home. A quick 180 km and I arrived home at 11.30. NO RAIN until the last 2 km from home!

A good ride with good company – lol

See ya on the next one

Sarge for Yogi

Ride— West —Saturday, 13th March 2010

I arrived at Goodna at 20 to 9 and Rowdy was waiting. But we were it! Beautiful sunny day and no Ride Captain, and no other riders. Then just before 9 am, Sam arrived—SICK! So Rowdy and I sent him home.

We headed over Pine Mountain Road and onto to Somerset for breakfast at The Catchment Cafe. Then we headed upto Marilyn's Cafe at Mt Glorious for a coffee. After that we rode down to The Gap where we split up. I got wet later at Red Hill . Overall a top ride with good company.

Top marks for Sam's dedication for turning up even though he was as sick as a dog with two hangovers—Debbil.

Techy stuff—Mobile Phone ring time

Have you tried and tried (unsuccessfully) to get your mobile to ring a bit longer to give you time to answer it?

Well, here's a possible answer – it seems to work for me.

The problem is not with your phone! It's with your network, so you need to tell your network to change the setting for your mobile.

It does seem however that all the networks allow your mobile to ring for between 5 and 30 seconds, in 5 second increments. So, in each case below XX is a number between 5 and 30, and must be a multiple of 5.

This is how to do it from your phone.... **Remember**, XX is the number of seconds you want.

Optus * * 61 * 321 * * XX # (SEND) or (ANSWER)

Telstra * * 61 * 101 * * XX # (SEND) or (ANSWER)

3 * * 61 * 333 * * XX # (SEND) or (ANSWER)

B Digital * * 61 * 321 * * XX # (SEND) or (ANSWER)

Vodafone You should contact the network and ask them to do it for you.

Ride— Central —Sunday, 7th March 2010

The ride was attended by Sarge, Sugar, Sparra, Ginger, Ynot, Drastic, Phil (guest), Gem (guest), and BC (guest).

It was showering but we left Mt Gravatt and headed to Burpengary via the toll road North.

We stopped at Woodford for a ciggy and a coffee, The original plan was to head to Maleny but given the low clouds in that direction we headed for Kilcoy instead.

After a brief fuel stop at Kilcoy and we headed off through the Dams. We stopped at Somerset Dam to view the spectacle of the overflow from the flood gates and it seemed as if most of Brisbane were there to view this as well.

After a couple of pictures we headed off to the Splyard Creek Road and some left the ride at this point.

We had a good ride along this road and managed to miss the rain. We then stopped at Fernvale for lunch and then headed to Blacksoil for our last stop.

On the way to Blacksoil we got rained on and I managed to hit a large pothole and bent the front rim of the Bike. YES it is off the road again!

We then said goodbye at Blacksoil and I went home to nurse my frustration at the bike damage.

It was a good ride with good company.

See Ya on the next one

Sarge

Roles— Tail End Charlie

By-Law 20(j) covers this role.

Tail End Charlie is the last motorcycle on a group ride, and while on that ride, reports to the Ride Captain or Ride Leader.

The rider performing this role needs to be an experienced rider and riding a reliable motorcycle.

The Duties include:

- Making** sure the Ride Captain introduces you to all the riders.
- Making** sure you know where the Ride Captain intends to go and where is the next stopping point.
- Assisting** in lane changes on the ride as soon as you realise what the Ride Captain intends. You do this by changing lanes early to make it safe for the other bikes on the ride. Don't forget your own safety when doing so!
- Keeping** an eye on the motorcycles in front of you in case they develop a problem.
- Offering** to assist any ride member who stops. If necessary, stop the Ride Captain.
- Stopping** to help a ride member who has an incident. If necessary, assist or direct traffic around the incident.
- Confirming** the intentions of any rider indicating a desire to leave the ride, and inform the Ride Captain at the next stop.
- Reminding** any rider who appears to have difficulty with the ride rules, of the relevant rule and what they need to do to follow them. If that rider persists, ask the Ride Captain to deal with the problem.
- Signalling** the Ride Captain that it's OK to continue after the Ride Captain has slowed or stopped to wait for the ride to regroup. You should do this by a hand signal, a single flash of hazard lights, or some other recognisable action.
- Taking** control of the rear group and acting as Ride Leader to the next stop if the ride inadvertently splits.

Remember, the Ride Captain **leads** the ride but the Tail End Charlie **controls** the ride.

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 relevant 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 relevant 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				
South	M1, Exit 38, Yatala (BP Service Centre)	Yogi — 11yogi11@gmail.com Mob: 0418 692 277; Ph: 07 3206 0440		
West	McDonalds, 2 William St, Goodna	Sam —samhobden@hotmail.com Mob: 0419 174 201; Ph: 07 5464 1066 Cosmo —cutidea@bigpond.com.au Ph: 07 5464 5275		
Central	McDonalds, Logan Rd & Norton St, Upper Mt Gravatt	Sarge —sarge44@bigpond.net.au Mob: 0417 636 425; Ph: 07 3272 5981		
March 2010				
Sat 6	All	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, Mundoolun, Canungra	150 km
Tue 16	ALL	7.30 pm	Broadway Hotel Wolloongabba	
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
April 2010				
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
Tues 20	ALL	7.30 pm	Broadway Hotel Wolloongabba	
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	
May 2010				
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
Tues 18	ALL	7.30 pm	Broadway Hotel Wolloongabba	
Sun 23	Central	9.00 am	Rider's Choice	
Sat 29	West	9.00 am	Pillion's Choice	

June 2010				
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
Tues 15	ALL	7.30 pm	Broadway Hotel Woolloongabba	
Sat 20	West	9.00 am	Gatton, Toowoomba, Oakey, Goombungee, Hampton, Esk, Fernvale	278 km
Sun 27	South	9.00 am	Rider's Choice	
July 2010				
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	Early	Laverda	
Tues 20	All	7.30 pm	Broadway Hotel Woolloongabba	
Sat 24	Central	9.00 am	Rider's Choice	
Sun 01	West	9.00 am	Pillion's Choice	
August 2010				
Sun 8	South	9.00 am	Mt Tambourine, Canungra, O'Reilly's Rainforest Guesthouse, Canungra, Coomera	122 km
Sat 14	Central	9.00 am	Samford, Mt Glorious, Esk, Kilcoy, Home	300 km 6.5 hours
Tues 17	All	7.30 pm	Broadway Hotel Woolloongabba	
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
Tues 21	All	7.30 pm	Broadway Hotel Woolloongabba	
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	Short Ride: 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
Tues 19	All	7.30 pm	Broadway Hotel Woolloongabba *** AGM ***	
Sun 24	South	9.00 am	Rider's Choice	
Sun 31	Central	9.00 am	Pillion's Choice	

November 2010				
Sat 6	West	TBA	Dinner Ride - Fernvale, Wivenhoe Dam, Esk, Lowood	123 km
Sun 14	South	9.00 am	Yatala, Beaudesert, Kyogle, Lismore, Bangalow, Coomera	350 km
Tues 16	All	7.30 pm	Broadway Hotel Woolloongabba	
Sat 20	Central	9.00 am	Landsborough, Nambour, Cooroy, Noosa, Caloundra, 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	9.00 am	Mt Nebo, Glorious, Somerset, Kilcoy, Toogoolawah, Esk, Hampton, Toowoomba, Murphys Creek	400 km
Sat 18	West	6.00 pm	Christmas Lights ride and Dinner	
Tues 21	All	7.30 pm	Broadway Hotel Woolloongabba	
Sun 25			Christmas Day	Prezzies
Sun 26	South	9.00 am	Rider's Choice	

Why do you Ride? Baz's reply!

Why do I ride a bike? If you have to ask, then (chances are)... you won't understand... but here goes anyway.

The man on the ABC said it best. He was speaking in a radio interview about how to recognise fine porcelain. His point was that the world around us is really shaped by the way we think about things. Two people can look at the same object and one just sees a mundane piece of crockery while the other sees the beauty of an artist's creation. So if we just look at the day to day events and objects in our lives as fairly ordinary then chances are that is the sort of world we are going to create for ourselves.

I think the reason I have always gained so much pure pleasure from riding motorcycles is because I started fairly late in life and have never once looked on it as an *ordinary* activity. However, riding a motorcycle for some people is ordinary. They've been riding since their youth; some even ride to work each day. For those people a motorcycle is probably just a quick and economical method of transportation and no longer holds any special magic.

But for me it is *different*. I have unashamedly romanticised all my adventures on two wheels, and I've had a few now. Whether it was riding through the Adelaide Hills or dense rainforest in the Tully hinterland or just doing the Shannon run, my stories try and capture that special essence of being "out there".

This passion has also taken me further afield as well with several ride adventures in the USA. If I close my eyes and concentrate, I can still picture the red superstructure of the Golden Gate Bridge half hidden in mist and towering overhead as I zoomed across it on a Harley Sportster with loud pipes. In my mind's eye I can see the endless plains of Idaho and the flat shimmer of the salt lake in Utah as I hung suspended in a mirage between sky and endless ribbon of black highway. Climbing through pine clad mountains in Oregon I can still smell the fresh cut timber and flinch at the sudden appearance of a timber truck rounding a corner up ahead and passing too close on my left hand side. Or I am riding up above the snow line on the Going-to-the-sun Road in Glacier National Park Montana, spell-bound by the scenic grandeur, the cold forming icicles on my handlebars and creeping into any crevice in my heavy winter riding gear. These are just some of the many special riding moments in my life when I never felt more alive.

My steel steed stands in the corner of the garage all week long, the shiny chrome and paint gleaming - a weekend escape machine that catapults me into another dimension yet runs on plain unleaded fuel.

When I climb out of my car of an evening, sometimes ground down by another work day of tedium and lack of real adventure - that beast glints at me. I toss a look at it over there in the corner. Immediately my pulse quickens. My eyes roam over those swept back handlebars frozen in a pose of swiftness like the statue of Mercury. The V-twin motor waits in silent tension ready to spring into instant life at the press of the starter button. The rakish angle of the exhaust pipes sends a defiant message to the world of caution. Everything about it says *...I am ready!*

I imagine the breeze and vibration and the road unwinding ahead like a flickering movie. Suddenly all the tensions of the day are *gone* man!

Baz

History of Motorcycles—part 2

To overcome the difficulty of “taking a header”, the small wheel was moved to the front giving rise to the High Wheeled “Safety” bicycle.



Because of the difficulty in riding a high wheeler with the style of skirts worn by women at the turn of the century, they were mostly confined to three wheelers specifically designed with them in mind.

It was not until the very late 1800's that the chain was invented and metallurgy became refined enough to allow the manufacture of one light enough for human powered machines. Along with brakes, pedals and air-filled tires this became the standard and the true safety bicycle came into being. As bicycling became more popular, women, as well as men, began to enjoy the sport more often. Many historians credit this new sport with liberating women from the attire of the time—the full skirts, bustier and other such clothing—that limited their ability to enjoy this new form of transportation. It is also credited with the advent of the “bloomer”, thus allowing women to ride without showing too much leg.



So now, after nearly 400 years, bicycles returned to the original configuration that Michelangelo had originally envisioned, with a few improvements along the way!

Now that we've looked at the precursor to the motorcycle let's turn our attention to the first **motor bicycles**.

Curiously enough the first attempts to motorize a two wheeled vehicle were made before the high wheeler had been replaced by the modern safety bicycle. This explains why the first motor bicycles generally had a much larger front wheel. There was one exception. In 1818 an attempt was made to fit a steam engine to a Drasiane hobbyhorse which had two similar sized wheels. This however, did not succeed in capturing a market.



It wasn't until 1869 that the first serious attempts were made to produce motor driven bicycles. The very first were powered by steam, and driven by leather belts or as in the case of the Roper Steam Velocipede of 1869, by a system of levers attached to a crank on the driven wheel. At the same time these early two wheelers were being developed, three and four wheeled pedal powered vehicles were being modified to accept engines to create self-propelled vehicles. Although these 3 and 4 wheelers are not motorcycles in the true sense, they were directly involved in development of the motorcycle.

All of these early attempts were based on vehicles currently available, with the exception of Roper's steam driven design, to which motors of one kind or another were being attached. It wasn't until several years later that Gottlieb Daimler designed the Daimler and the first true motorcycle was produced, in that the entire machine, including frame, engine, and wheels, was built specifically for motorized use and was powered by an internal combustion engine. Although still made entirely of wood, and having small outrigger wheels, most motorcycle historians seem to be in agreement that this indeed was the first true motor bicycle.

Besides the need for a reliable power plant, frame geometry, (Stanley, 1886), pneumatic tires (Dunlop, 1888 and Michelin, 1895), roller chains, (Renold, 1880) were needed to be able to produce a fully functional motorcycle that could provide (relatively) reliable two wheeled transportation, be mass produced and sold to the public with some hope of success.

The problem of the power plant was solved as early as 1876 by Nikolaus Otto, who based his design of an internal combustion engine by Alphonse Beau de Rochas from 1862. As these various aspects were being resolved almost simultaneously, the motorcycle was taking shape in numerous ingenious minds of the time, both in the US and abroad. Keeping in mind that since the first attempts were made before the inventions mentioned above and given the condition of the roads of the time, these early machine were extremely uncomfortable to ride, thus perpetrating the name “bone shakers”. Not only were some made of wood, but the wheels were solid wood or metal much like wagon wheels, and none had any sort of suspension system.

In order to better reconstruct the various attempts at building the first motor powered bicycles a timeline of the early machines seems appropriate and we will visit that in the next newsletter. *To be continued*

Merchandising ideas

The Club's Merchandiser is asking for your ideas about merchandising. So if you have some ideas, please contact Loges. His contact details are on Page 2

**Steel Horses Caps
for sale \$17.00**



More Merchandise for sale

The Club's Merchandiser has secured two boxes of Chopper sunglasses, 24 in each box.

The picture below gives you a good idea of what they are like.

Loges will sell them to you for **\$15** each.

So contact Loges—contact details are on Page 2.



How to wear your Patch and Insignia

