



**Issue 3
Volume 3**

March 2011

The Official Newsletter of Steel Horses Cruising Motorcycles Social Club Inc.

The Steel Horse

Inside this issue

Rowdy's Rant - March

Rowdy's Rant	1
VIP dates	1
Who's who	2
Postal address	2
Other Roles	2
Club Objectives	2
Membership	2
Monthly Meetings	2
Club Merchandise	2
Internet presence	2
Disclaimer	2
Ynot's Blurb	3
Ride Reports	3
Won't happen ...	5
Roadworthiness	6
Classified ads	6
Shoulder to shoulder	7
Event Calendar	8
Celebrity speak	9
Member's Birthdays	9
History of M'cycles 8	10
Merchandise for sale	11
Patch & Insignia	11

During the month we had a meeting with Committee members and ride captains to try and resolve some ride day issues, Ynot will cover this in detail in his newsletter "Blurb" so please take some time to read through and take note of any updates, as these will affect everyone.

Question...What do people get from volunteering?

Our club rolls along purely on volunteers. Ynot and Debbil have put in many hours of hard work into Steel Horses. Sugar and Drastic keep the coordination and finances of the club under control. Sam, Cosmo, Boots and Yogi all give time to prepare their ride days for us to enjoy. Shadow has his hand up every time help is needed. Sparra and Steiny take on rides, on those occasions when a Ride Captain has to work. BC takes his pictures and video. Members donate raffle prizes and damn good ones too. We have members constantly giving their time and money, all for free.

Why?

What do people get from volunteering? I guess only the people that keep helping the club for no reward can answer the question.

Perhaps it's the kick you get when watching other's enjoy themselves.

Rowdy.....

VIP dates

- ◆ 22/04/2011—Good Friday
- ◆ 25/04/2011—Anzac Day
- ◆ 19/06/2011— BBQ— Mt Coot-tha
- ◆ 17/07/2011—Laverda
(Cleveland Showgrounds)
- ◆ 22-23-24/08/2011—Mild Hogs Ride
- ◆ 17/09/2011—AGM (Saturday)
- ◆ 05/10/???? — Debbil's B'day

Deadline
2nd Tuesday of every
month

Who's who

Management Committee

GM—Rowdy (acting)

Mobile: 0423 196 380

Email: alecgriggs@bigpond.com

President—Ynot

Mobile: 0417 758 792

Email: tw.love@bigpond.com

Treasurer—Drastic

Mobile: 0438 785 662

Email: david.hall@rentco.com.au

Secretary—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Coordinator—Sugar

Mobile: 0417 636 158

Email: sarge44@bigpond.net.au

Riders' Delegate—Rowdy

Mobile: 0423 196 380

Email: alecgriggs@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.

Currently, the annual membership subscription is \$36 for Riders, \$24 for Pillions, and \$12 for Social Members. This is applied monthly pro-rata for new members.

For new 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.

Currently, 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.

Members can purchase a booklet of the Rules and By-laws at cost. Contact the Secretary to do so.

Monthly Meetings

Steel Horses Cruising Motorcycles Social Club Inc meets every 3rd Tuesday at Lord Stanley Hotel, East Brisbane, Brisbane at 7.30 pm. Lord Stanley Hotel is at the intersection of Didsbury St, and Stanley St East, East Brisbane.

Postal address

The Secretary

PO Box 319

Mt Gravatt Plaza, Qld, 4122

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.

Other roles

Merchandiser—Drastic

Mobile: 0438 785 662

Email: david.hall@rentco.com.au

Editor—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Proof Reader—Jenny

Ride Captain (South) - Yogi

See Event Calendar for details

Ride Captain (North) - Boots

See Event Calendar for details

Ride Captain (West) -

Sam / Cosmo

See Event Calendar for details

Webmaster—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

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.

Ynot's Blurb—March 2011

At a recent Management Committee meeting, at which Ride Captains were present, there was extensive discussion regarding the way in which our rides are conducted. This discussion was deemed necessary because of feelings of frustration being experienced by some members. The meeting agreed that in future, Ride Captains would exert the authority granted to them under the relevant guidelines. In particular the following actions would be immediately implemented.

Ride Preparation and Ride Briefing.

The Ride Captain will arrive at the meeting point 30 mins before departure time in order to welcome members and visitors, deliver the pre-ride briefing and appoint a Tail-End Charlie. The Ride Captain should be sufficiently prepared so that they can inform all participants of the expected behaviour on the ride, where the ride will be going to, including all stops and breaks, and brief Tail End Charlie with the details of the ride. All members have an obligation to be familiar with the ride rules and the subsequent expected behaviour on the ride, and should listen attentively to the Ride Captain's instructions. All visitors will be provided with sufficient coverage of the ride rules to enable them to conform to the group-riding experience.

Keeping a Following Rider in View.

The existing ride rules state that, "Riders should keep the following rider in view whenever possible". The intention of this ride rule is firstly, to ensure that if a rider gets into difficulty there will be others available to offer assistance if required, and secondly, to help keep the group together and ride as a club. Unfortunately, this is probably the most violated rule. Visitors and new members don't understand it or are hesitant to adhere to it for fear of being left behind, and many existing members just seem to ignore it. It is difficult to always keep a rider in view for many reasons such as; heavy traffic in the suburbs and on freeways, traffic lights splitting the group, winding roads, different riding skills experience and confidence of individual riders.

Keeping the group together in heavy traffic is a demanding skill and involves the Ride Captain and Tail End Charlie working together, utilising wing riders to mark corners, and stopping at pre-arranged destinations to allow the riders to re-group. This works well if all riders conscientiously attempt to catch up when split from the group.

A problem often occurs when some riders persistently ride below the legal speed limit, or leave unreasonably large gaps between themselves and the rider in front, especially when there are no apparent impediments to safe riding. If this occurs the Tail End Charlie will report the incident to the Ride Captain who will take appropriate action. When riders persistently ride slower than the group, it is unfair to apply the "keep the following rider in view" ride rule, because the whole group must slow down to the speed of the slowest rider. Corner markers, Tail End Charlie, and riders become frustrated if they are repeatedly waiting for the stragglers, and the enjoyment of the ride is jeopardised. The remedy for persistently slow riders and those who repeatedly lose contact with the group, will be for the Ride Captain to ask them to either catch up, or to arrange to meet them at a predetermined location, bum break, or meal destination. At this time Tail End Charlie can either choose to rejoin the group or stay with the stragglers.

The same will apply to riders who are less confident traversing winding roads.

There will be no attempt to encourage riders to exceed the legal speed limit, take excessive risks, or ride in an unsafe manner, but the group must be allowed to progress at a rate that satisfies the majority of riders. If the Ride Captain has sufficiently briefed the group at the start of the ride and at bum breaks, all riders will know where the catch-up locations will be and re-grouping can occur.

Variety of Rider Abilities and Experience

The club advertises that we welcome riders of all abilities and experience. If we are committed to this statement, then we must be prepared to offer encouragement, and nurturing to new members and visitors who lack the experience of riding in a group. There are several members willing to fulfil this role as mentor and provide assistance if required. If treated with respect and understanding it should not take too long for new, inexperienced riders to develop the skills necessary to confidently ride with the group. The requirement for prospective new members to commence and complete a minimum of four rides before joining the club should provide mentors, Ride Captains and prospective members with sufficient time to decide whether group riding is for them.

Readiness of Riders At Start of Ride, and After Bum Breaks

Another issue that slows down a ride concerns the readiness of riders to start the ride, or recommence the ride after a bum break. At the start of a ride, the Ride Captain must be at the meeting point 30 mins before the start of the ride. This allows him/her to greet riders and visitors, allow the necessary briefing session, and sort out the details of a flexible ride, if there is one. It is the riders' responsibility to arrive at the meeting point in sufficient time to fuel- up, feed themselves, listen to the ride briefing, and carry out their own ride preparations. The group should be ready to leave at the pre-arranged time, and the Ride Captain should be prepared to enforce this. If a rider communicates that they are running late, the Ride Captain can arrange to meet them at a venue along the planned route. The group should not be delayed because one person is running late.

During a bum break or meal break, the Ride Captain should clearly state the duration of the break and at what time the group is leaving. Some Ride Captains currently do this very well and even give a five-minute reminder call. If riders are not ready on time, then the group should leave without them, and the onus is on the stragglers to catch up.

Termination of Ride

Another ride issue is the termination of the ride. Riders are free to leave the ride at any time, especially if they do not have time to complete the whole ride. If a rider plans to leave the ride early, they should tell the Ride Captain of their intention, so that the group is not held up wondering what has happened to them. Those riders who wish to complete the whole ride are entitled to expect that a ride will start and finish at approximately the same place, and Ride captains will endeavour to achieve this where practical. It is understood that towards the end of a ride, riders will leave a ride as they get close to home, in order to avoid unnecessary backtracking, but the planned end ride point should be within a reasonable distance to the starting point. We do have a tradition of saying goodbye and thank you at the end of a ride, and we should maintain this courtesy. The Ride Captains put in a lot of effort in designing and conducting rides, and deserve at least a thank you at the end of the day.

We Are A Democratic Club

As a democratic club, our aim is to satisfy the majority of members most of the time. It is impossible to satisfy all the members all of the time, and the Management Committee and Ride Captains would drive themselves nuts trying to achieve this unreasonable goal. Unfortunately the way in which we have tried to conduct our rides to date was by satisfying the minority of riders all the time. This was sometimes to the detriment of the majority of riders. By adopting the above actions we will satisfy most of the riders most of the time, and hopefully simultaneously nurture the minority so that they can eventually join the majority.

I look forward to your cooperation.

YNOT

Ride Report—West — 12 February 2011

It was 8am Saturday morning - time to go, but the bike won't start - arrrrrrgh. Seems it needs fuel to run. Note to self - don't cut it that fine coming home next time.

When I arrived at the BP at Black soil I met an old mate who bought a trailer for his bike and has spent the last 18 months touring Australia on the bike with all of his gear in the trailer. While I was chatting in rolled Grumpy Old Man aka Ynot, closely followed by Tony and Jenny, and then in came Drastic. Just as I was about to call time in came Specs.

So off we headed to Picnic Point in Toowoomba for a coffee and another chat. After leaving this lovely spot we shot across to Cambooya for a beer at the pub.

We then went onto Allora for lunch to find the pub doesn't do meals, but there was a café that looked after us. Even Grumpy Old Man enjoyed his burger!

We then went down the hill to Aratula for fuel and who should turn up but Boots. Seems he missed the start of the ride and had been touring around the country side and was on his way home when he spotted us.

We said our good byes at this point as we were going in different directions. It was another good day spent with good company. See you round like a rissole.

Cosmo

Ride Report— South— 20 February 2011

No report received.

Ride Report—North — 26 February 2011

I got up to another perfect riding day in Brizzy and was chaffing at the bit to get to the meeting point to get started on Saturday's adventure.

I was greeted by Ynot, BC, Rowdy and Drastic. Mozzie and Pedro were running a little late but did the right thing by texting me saying they were on their way. They're a bit slow sometimes, but worth waiting for....

After the ride brief I thought that things had taken a turn for the worse as I had spotted a screw head that looked firmly lodged in the VN's front tyre. After checking around the service station we located the air station but were told that it was out of order. BC immediately pulled out his puncture repair kit and was all ready to do the necessities but I was pleased to find that it was merely just the head of a screw stuck to the tyre.

So having brushed it off we hit the road for our 350km trip. It was stated very clearly during the brief that we were going up the Bruce Highway on this run and bugger me if everyone actually took note of this and the whole group stayed together for the remainder of the run.

We took the Caboolture turn off and made our way to the bustling downtown area of Woodford. Being a rather warm day and having been held up with road works along the way, I decided to pull over for a bum break and allow the participants a chance to wash away any dust that may have accumulated thus far. A 20 minute stop and chat (and a beer) cleared the throats and it was back on the horses and out of town to take the Villeneuve turn off. This back road is very popular with bikers 'in the know' as it gives the opportunity to open up the throttles a little and for us to ride past the local correctional centre. This road was detoured about three quarters down the way due to the floods but the detour took us back up to the Kilcoy-Woodford Road leading us directly into Kilcoy.

Ynot said his farewells here as he was committed to a BBQ. (Our invitations must have got lost in the mail. I'll have to speak to my Aust. Post boss about this continual loss of mail....)

Jimna was the next stop on the run and this leg of the trip offered the crew a 40-odd km run of little traffic and a really good road. Naturally the waving left hand of yours truly was engaged and all took advantage of these perfect conditions to give their beasts a bit of a blast.

What's in Jimna? SFA.

There used to be a "museum" and a milk bar, which was enough to encourage us to leave town asap. I was on a mission to pick up some locally made Rosella jam for Lace and happened to spot the new museum and milk bar, now combined and relocated off the main street. I stopped and chatted with locals for a few minutes while making the jam purchase then had to use a little of the VN's raw power to catch up with the rest of the bunch. We arrived safely at the Kilcoy pub for a nice lunch in the air conditioned dining room and eventually gassed up and hit the road again.

The next leg was out of Kilcoy and around Somerset Dam, then we took the road over to Mount Glorious. At the cafe we stopped to say our goodbyes; some hitting the road while others stayed for a coffee.

All in all, I believe it was a successful day's ride and I look forward to leading the next one on 12 March. (Caboolture, Woodford, Peachester, Beerwah, Landsborough, Maleny, Mapleton, Nambour, Eumundi Perigian Beach, Sippy Downs and home.)

See YOU there!

Cheers

Boots

(These boots ain't made for walking)

**Hey Boots—you've introduced a good idea telling us all about your next ride. Other Ride Captains take note!
Debbil**

Event Calendar 2011

Where it says "**Member's Choice**",

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

If you want to suggest the route or even take the Ride, 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).

If you are a Rider or a Pillion YOU should 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

North	Caltex (Woolworth's), 1746 Gympie Rd, Carseldine	Boots—ozcruise@bigpond.com.au Mob: 0416 034 886
South	M1, Exit 38, Yatala (BP Service Centre)	Yogi — 11yogi11@gmail.com Mob: 0418 692 277
West	check with Sam !!!! (McDonalds, 2 William St, Goodna)	Sam—samhobden@hotmail.com Mob: 0419 174 201 Cosmo—cutidea@bigpond.com.au (contact Sam)

March 2011

Sun 6	South	9.00 am	Beaudesert, Lions Road, Kyogle, Nimbin, Murwillumbah, Home	289 km 6 hours
Sat 12	North	9.00 am	Caboolture, Woodford, Peachester, Beerwah, Landsborough, Maleny, Mapleton, Nambour, Eumundi, with, market, tour, Perigian, Beach, Sippy, Downs, Carseldine, home	4 hours
Tue 15	ALL	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sun 20	West	9.00 am	Advancetown, Natural Bridge, Byron Bay, Home	?
Sat 26	North	9.00 am	Steve Irwin Way to Landsborough, Maleny, Kenilworth, Cambroon, Conondale, Harper Creek, Booroobin, Woodford, Mt Mee, Dayboro, Samford, Ferny Grove, home	4 hours

April 2011

Sat 2	All		Bowling Social Night—Sugar needs numbers	
Sun 3	South	9.00 am	Ladies Ride—all ladies are encouraged to attend this ride as it will be a short ride only to a destination of your choice.	?
Sat 9	West	9.00 am	Rosewood, Gatton, Murphy's Creek, Esk	
Sun 17	North	9.00 am	Samford, Dayboro, Mt Mee, Malaney, Burpengary	5 hours 210 km
Tue 19	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Fri 22			Good Friday	
Sat 23	South	9.00 am	Easter Saturday—Member's Choice	?
Sun 24			Easter Sunday	
Mon 25			Anzac Day & Easter Monday	



A couple in a cafe in Llangollen, Wales ask the waitress, 'Can you settle an argument for us and pronounce where we are, VERY slowly?'

The waitress leaned over and said 'Burr gurr king'.

May 2011				
Sun 1	West	9.00 am	Member's Choice	?
Mon 2			Labour Day	
Sat 7	North	9.00 am	Beaudesert, Boonah, Rosewood, Blacksoil	320 km 6 hours
Sun 15	South	9.00 am	Member's Choice	?
Tue 17	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 21	West	9.00 am	Mt Tamborine, Canungra, Boonah	200 km 4 hours
Sun 29	South	9.00 am	Advancetown, Byron Bay	300 km 4 hours
June 2011				
Sat 4	West	9.00 am	Peak Crossing, Queen Mary Falls, Aratula, Ipswich	350 km
Sun 12	South	9.00 am	Information not supplied to Coordinator	
Mon 13			Queen's Birthday	
Sun 19	North	9.00 am	Short Ride—BBQ—Mt Coot-tha, Children welcome	?
Tue 21	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 25	West		Gatton, Toowoomba, Oakey, Hampton, Fernvale	280 km

Ride Report—South—6 March 2011

No report received.

Ride Report—North—12 March 2011

No report received.

Classified Advertisements from a UK newspaper

FREE PUPPIES

Free puppies... Part German Shepherd - part horny dog

GERMAN SHEPHERD

85 lbs; Neutered; Speaks German.

Free.

*** And the WINNER is... ***

FOR SALE BY OWNER.

Complete set of Encyclopaedia Britannica - 45 volumes.

Excellent condition.....£200 or best offer.

No longer needed; got married last month.

Spouse knows bloody everything!

Members' Birthdays

Happy birthday to all members who celebrate their birthday this month. Members include Apples and Sparra.

History of Motorcycles—part 9

Flat or horizontally-opposed engine

Such an engine uses an angle of 180° between its cylinders as shown in the BMW on the right. Technically, they are the same as a V engine, and may have 2, 4, or 6 cylinders.

Flat twins (or horizontally-opposed twin)



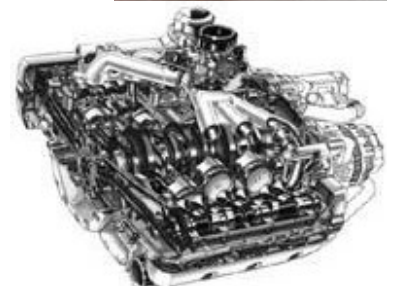
The flat-twin (or boxer) engine is currently used by BMW, and by Ural and Dnepr (or Dneiper), both of which are based on BMW's R71. It has also been used by MZ in their BK350; by Raleigh in its 1922 longitudinal 700cc flat twin; by Douglas in both longitudinal and transverse models from 1912 to 1960; by Harley Davidson in their 1942 XA; by Velolette in their LE (on left) and Valiant, and by ABC

(All British Cycles) in its 398 cc transversely-mounted flat twin five years before BMW adopted the design.

Flat fours and sixes



BMW uses a flat four engine on some models, while Honda used a flat four in older Goldwings (left) and now uses a flat six in its current Goldwings (right). Wooler used a 500cc flat four engine in their 1955 Flat-Four (lower right).



Square fours

Part 7 showed a Brough Superior Golden Dream of 1938 with its H engine. This could be best described as a Flat Twin engine on top of another Flat Twin engine with the two separate crankshafts being geared or chained together to make one engine.



A U engine or Tandem twin is similar in construction except that the cylinders are vertical.

U engines are uncommon as it is a heavier design than a V engine. The main interest in this design stems from its ability to share some parts with straight engines. However, V engines can also share some straight engine parts, and this is therefore a far more common design today.

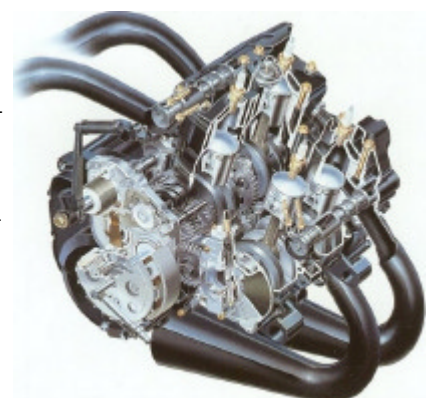
A **square four** is a U engine used by Ariel in their Square Four motorcycles from 1931 (500cc), 1932 (601cc), 1936 (997cc) through to 1959 with many modifications over the years (right).



The engine was essentially a pair of transverse OHC parallel twins joined by helically toothed central flywheels, with a single four cylinder block and one cylinder head

Until 1984 it was the only motorcycle with four vertical cylinders arranged equidistantly in a square. The front two cylinders drove one crankshaft, and the rear two drove another. When the crankpins of one shaft were at top AND bottom dead centres the crankpins of the other were at half-stroke. This resulted in perfect balance and no vibration at any speed, all in a very compact unit.

This design was revived as a two-stroke version by Suzuki for their RG500 of 1984 (on right).



To be continued

Merchandising—contact Drastic—see p. 2 for details



Steel Horses Caps \$17.00



Chopper sunglasses \$15

LADIES
Jeni B
3/4 Sleeve
Black



LADIES
Jeni B
3/4 Sleeve
White



Tee-shirts \$36

The club does not stock these but will put your name on a wait-list.

MENS
Johnny Bobbin
Long Sleeve
Black



MENS
Johnny Bobbin
Long Sleeve
White



When the Merchandiser decides there are enough for a bulk order, you will then need to pay for your order.

How to wear your Patch and Insignia

