



Issue 4
Volume 3

April 2011

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

The Steel Horse

Inside this issue

Rowdy's Rant - April

Rowdy's Rant	1
Member's B'days	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	4
Event Calendar	6
Golf Story	7
Laverda	8
History of M'cycles	9
Merchandise for sale	10
Patch & Insignia	10

Some of you may not have noticed but I like to keep my bike clean. Due to all the rain over the months this is becoming a bit of a chore; however there is a benefit from cleaning the bike regularly.

While cleaning the bike any potential problems may be noticed. These are so much easier to attend to in your garage than stranded on the side of the road with cars streaking past your ears.

Things I look out for include Throttle Control Cables binding, Electrical Controls on the handlebars not working (I cover mine during washing with plastic bags and elastic bands). Check for leaks in the braking system, and any potential tyre problems. If you have a belt or chain for your final drive, check for any wear or damage from stones etc., and its adjustment.

Cleaning the bike need not turn into a service of course, but if you have the bike in reasonable condition the next time you're throwing it into a tight corner it's good to know.....

Rowdy

Members' Birthdays

Happy birthday to all members who celebrate their birthday this month. Members include Avachat, Barney, Cosmo, and Irish.

VIP dates

- ◆ 12/6/2011—Poker run & BBQ
- ◆ 17/09/2011—AGM (Saturday)
- ◆ 19/06/2011— BBQ— Mt Coot-tha
- ◆ 05/10/???? — Debbil's B'day
- ◆ 17/07/2011—Laverda
- ◆ 25/12/2011— Christmas Day
- (Cleveland Showgrounds)
- ◆ 22-23-24/08/2011—Mild Hogs Ride

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—April 2011

Hi all,

It's good to see the weather, whilst still being a bit unpredictable, is gradually becoming more conducive to motorcycle riding. If only those cloudless blue skies in the early morning would last all day. The improving weather, coupled with the wide variety of rides offered by our Ride Captains should ensure the continued good attendance of members.

There is, however a serious weather warning that I would like to broadcast. If you are on a ride at which Rowdy is present, and he starts to give an opinion or forecast what the weather is likely to do, listen very carefully then do the opposite of what he recommends. If he predicts that the rain is not headed in your direction it probably is. If he predicts that it is going to rain, there will be clear blue skies. I have been the victim of Rowdy's weather predictions on several occasions now and have suffered repeated soakings and missed rides on what turned out to be perfect riding days. You have been warned !!!

Having bagged our illustrious Acting GM and Delegate, I would now like to compliment him for the assistance he provided to me recently when I purchased an air horn for my trusty steed, the almost perfect Honda. I decided that I was fed up with being ignored by inconsiderate tin top drivers, and that I needed to draw their attention to my presence when they invaded my safety zone. A blast to their eardrums should do the trick I thought, hence the air horn purchase. Rowdy kindly offered to fit the horn for me, and despite a tricky wiring arrangement on the Honda I now will make my presence known when my space is violated.

Now that I am recently retired, I decided to trim my financial expenses to suit my reduced income. One of the items to be trimmed was the cost of servicing the Honda, especially as the last service cost me \$650.00 at the dealership. Since I now have more time at my disposal, I decided to do my own services, and took up Rowdy's offer of assistance once again. With Rowdy's help I obtained a copy of the workshop manual, and was able to produce a service schedule consisting of frequency and content of each service. During this research phase I discovered that in the past I had been charged for items that didn't need doing, for example oil and filter change every 6000 km instead of every 12000 km, and air filter cleaning when the manual says specifically not to clean the filter, but to replace it only when recommended. Armed with my service schedule, the workshop manual and the parts required for the service I met with Rowdy, and a couple of hours later had a newly serviced motorcycle. This type of service would typically have cost me at least \$350.00 at the dealership. Doing it myself cost \$96.00 for an air filter, plus some brake fluid.

Not only was there a financial saving, but also a sense of satisfaction at having done it myself, (with expert guidance). I have a newly discovered affinity with my motorcycle, and decided to polish it the next day. I only hope Rowdy does not predict a rain free day the next time we are on a ride, it would ruin the shiny duco.

Thank you Rowdy for your time and skills.

I would like to welcome new members, Avachat, Peaches and Irish to the club. I hope you get as much enjoyment out of the club as the rest of us do.

I would like to remind you that I will be out of the country from mid May until the end of June, including the May and June meetings. If anybody would like some experience in the role of Acting President during this time, please let me know.

That's all for now, safe riding, and have fun.

YNOT

Ride Report—North — 13 March 2011

No report received.

Ride Report—West — 20 March 2011

No report received.

Ride Report—North — 26 March 2011

I was a little bit late getting to the meeting point today, (damn the BCC/Northern Busway Project road works and construction zones that seems to have enmeshed the whole of Brisbane) and met up with Drastic, Specs and BC. The usual chat and coffee, a quick ride brief and we headed off up the Bruce Highway at 9:15am.

Caboolture, then on to Dayboro, where we stopped for the first leg stretching and a quick ale. Noticed the police were extremely present on this short leg of our ride so we kept pretty much to the speed limits for the whole day. There were no break-outs to report. Back on the horses again we took the Kilcoy Road and turned off north, going through Peachester. More vehicles flashing their headlights and sure enough, more police cars handing out tickets. We stopped at Beerwah so one participant could put some air into his tyres. (Having one's tyres pumped to the correct pressure does make a difference with the handling, apparently!) From Beerwah we cruised down the Steve Irwin Way to Landsborough and then up the mountain towards Maleny.

I've travelled this road many, many times before but never bothered to stop and take in the view. So I pulled over near Bald Knob Road at the lookout for an unscheduled stop ... and a durrie. The view is truly amazing taking in the whole of the Sunshine Coast and it was appreciated by all.

Back on the bikes, we continued towards Maleny and at the top of of the ranges turned off going through Montville, Mapleton, down the ranges into Nambour and back onto the Bruce Highway. Nine kilometers later we took Eumundi turn-off and pulled up into the "reserved for bikes" parking right outside the pub. Quite fortunate really, as the markets were on and there were a lot of people and few available parking places. The pub put on a pretty fair meal and most importantly, the beers were cold. After lunch we took a quick stroll across the road and did a lightening tour of the market. It worked out well as the stall owners had started to pack up and we didn't get slowed down by any of the fairer sex who would have wanted to actually take their time and look at the stuff on sale in great detail.

We took the road toward Noosa, turned south riding through Perigian Beach, Coolum and eventually Mooloolabah. Specs had peeled off as he had had plans for the night. We stopped for a coffee on the Esplanade at Mooloolabah, me not realising that a triathlon was in progress. (Note to self: I've got to do more research). Soooo many people.... but it was fun 'people watching' while we talked and drank.

It was getting on to 3:45 so thought it was time to make the return journey. The Bruce Highway again, BC and Drastic taking their exits leaving me to head home. I got back at 5:00 with an additional 300 km on the speedo.

All in all it was a good, relaxing ride, taking in some nice mountain and coastal roads. Whilst only four riders participated, at the end of the day, it's all about the company.

Thanks to those who came along for their support for the North Ride and look forward to seeing YOU on the next run.

Cheers

Boots

(These boots ain't made for walking)

Ride Report— South— 3 April 2011

No report received.

Ride Report—West — 9 April 2011

No report received.

Ride Report—North — 17 April 2011

I woke up and looked out the window at the overcast sky and thought sh*t another wet Qld Day, that means that I cannot go on the North ride today because I may get wet or cold or both and the roads will be slippery and that means a safety risk. I may also get the bike dirty and wear some of the rubber off the tires and wear the brake pads down a few more microns and it looks so good clean and well serviced sitting in my garage.

THEN it occurred to me that the reason that I ride is to get closer to life and take a chance that I may get wet, cold, hot or windblown depending on the weather and that the Bike can be cleaned and serviced to bring it up to spec.

I do not ride to be safe and temperature controlled behind the front door of my house and only looking out at the outside world through drawn curtains. I ride to feel the wind in my face and the freedom of slipping through traffic looking at the frustrated faces of drivers caught in the slow lane of traffic and in a lot of cases life, (but at least they are safe and dry - lol).

So my mini epiphany past I got kitted up and headed off to the meeting point I arriving at the Caltex 50 minutes later. I pulled into the driveway to be greeted by my own reflection in the windows of the Hungry Jacks and not another Bike in sight :).

As I waited I got approached by an old Bloke who was just finishing his cup of tea stating "that's a good lookin' Bike mate". "Yeh", I said "I must agree !"

We chatted for a few minutes and I got his life history of old Bikes he had owned before he left to go back to his house and look at the world from the safety of behind his curtains.

9am came and I finished my coffee and burger I then consulted my riding partner (the good me and the bad me) and we all agreed to have a bit of a ride then return home a quick 150 km and I was home (the bad me took over during the ride).

I will not tell you about the ride, you should have been there.

Maybe see ya on the next one.

Regards

Sarge

Coordinator's Report

Our bowling night went very well with 15 people and 3 children. It was a great night for all.

The Ladies ride was another good event with 12 bikes and 6 pillions. There was also 1 visitor.

We will be having another ladies ride again soon.

The Poker Run is on the 12 June with a BBQ at the end so keep this date in mind.

Cheers

Sugar

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	Coffee Club, 12 Queen St, Goodna Temporay until McDonalds, 2 William St, Goodna is back in business	Sam—samhobden@hotmail.com Mob: 0419 174 201 Cosmo—cutidea@bigpond.com.au (contact Sam) IF you can't contact either SAM or COSMO, contact SHADOW— shadow-tt@bigpond.com

May 2011

Sat 30 Apr — Sun 1 May	North But WEST temp. meet- ing point	9.00 am	2-day run up Brisbane Valley Highway with overnight at Kilkivan. For more details rhysmarshall@hotmail.com or 0421 837 693.	540 km
Mon 2			Labour Day	
Sat 7	North	9.00 am	TBA	?
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	Poker Run & BBQ—details to follow	
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

Golf Story

A father put his 3 year old daughter to bed, told her a story and listened to her prayers which ended by saying:"God bless Mommy, God bless Daddy, God bless Grandma and goodbye Grandpa."

The father asked, "Why did you say goodbye Grandpa?"

The little girl said, "I don't know, Daddy, it just seemed like the thing to do."

The next day grandpa died.

The father thought it was a strange coincidence. A few months later the father put the girl to bed and listened to her prayers which went like this:

"God bless Mommy, God Bless Daddy and goodbye Grandma."

The next day the grandmother died.

"Holy Moley, thought the father, "this kid is in contact with the otherside."

Several weeks later when the girl was going to bed ,the dad heard her say:"God bless Mommy and goodbye Daddy."

He practically went into shock. He couldn't sleep all night and got up at the crack of dawn to go to his office. He was nervous as a cat all day, had lunch and watched the clock. He figured if he could get by until midnight he would be okay. He felt safe in the office, so instead of going home at the end of the day he stayed there, drinking coffee, looking at his watch and jumping at every sound. Finally, midnight arrived, he breathed a sigh of relief and went home.

When he got home his wife said, "I've never seen you work so late, what's the matter?"

He said, "I don't want to talk about it, I've just spent the worst day of my life."

She said, "You think you had a bad day, you'll never believe what happened to me this morning.

My golf pro dropped dead in the middle of my lesson."

I thank **Steiny** for submitting this one!

Laverda 2011

The club will be taking part in The Laverda Club of Queensland's CONCOURS 2011. This year it will be Cleveland Show Grounds on Sunday 17th July.

Members will be needed on the Saturday to help erect the Club Marquee.






NEW VENUE CONCOURS 2011



BIKE SHOW

*Cleveland Show Grounds,
Long Street Cleveland
- Sunday 17th July, 2011
8.00am to 2.00pm
Trophies 2.30pm*

\$5 ADMISSION (OVER 15 YRS)
*this includes offstreet
motorcycle parking*

"Motorcycles must be in complete running order to be eligible for entry" Entries close 10.30am

WIN CLASSIFICATION WIN

1. Continental up to 1980	8. American - post - 1967	9. Classic	18. Best Price 1st Comm
2. Continental after 1980	9. American - prewar	10. International	
3. Italian - pre - 1990	10. Japanese - pre - 1990	11. Custom/Bike	OVER \$4000 IN CASH & PRIZES AT WWW.CLUBLAVERDAQLD.COM
4. Italian post - 1990	11. Japanese - post - 1990	12. Club/other	



Donations to the
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Foundation



For further information contact:
Big Al 0401 980 369
www.clublaverdaql.com

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History of Motorcycles—part 10

Inline multis (Parallel engines with more than two cylinders)

The **inline engine** or **straight engine** is an engine with all cylinders arranged in a straight line. The single bank of cylinders may be at any angle from vertical to horizontal with all pistons driving a common crankshaft. If the engine is inclined, it's sometimes called a **slant engine**. Mounting may be either longitudinal or transverse. The motorcycle itself is generally referred to as having an inline multi-cylinder engine; e.g. inline four.

Inline motorcycle engines may have 2, 3, 4, 5, or 6 cylinders. Two cylinder inline engines are called parallel twins, vertical twins, straight-twins, or inline twins. These have already been described.

Inline 3-cylinder

Inline-three cylinder engines are generally called triples and may be either transverse or longitudinal. Currently the only production models come from Triumph. The largest capacity commercial inline motorcycle engine at the moment is Triumph's Rocket III with its 2,294cc upright longitudinal **inline triple** engine. However it is rumoured that MV Augusta is testing a model with an inline triple engine.



Historically Kawasaki used inline triples in their 2-stroke engines starting in the late 1960s. The first of these was the incredibly potent 500cc H1 Mach III of 1958 (left).



Although the engine (right) produced almost 45kW (60bhp) in a 200 kg bike, most of that awesome power was crammed into a power band starting at 6000 rpm. It had fearsome acceleration which ran out just 2000 revs later. The performance made your hair stand on end, but the handling was enough to make it go grey. This motorcycle had the unique combination of raw, bad-mannered power and homicidal handling. In comparison, today's M109s weigh 360 kg and put out 92 kW (123bhp).

Inline 4-cylinder



Inline-four cylinder engines are generally called Inline-Fours. This design is found in everything from the Honda's 347 cc 350F of 1973 (right) to Suzuki's 1400 cc GSX1400 of 2007 (left).



Inline 5-cylinder

In 1966 Honda had an inline-five for racing. The 125cc RC149 (right) weighed only 85kg. Its tachometer went to 22,000 rpm.



Inline 6-cylinder



Inline six-cylinder engines were used in Honda's CBX1000 of 1978 (top left) and their 1966 straight-six RC166 250 cc GP engine (right); also in Kawasaki's KZ1300 of 1979 (bottom left), and Bennelli's 750 cc and 900 cc straight six Sei engine (bottom centre).

Currently the only straight-six motorcycle is BMW's K1600, with its transverse-mounted 1,649 cc (100.6 ci) engine (bottom 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 pay for your order.

How to wear your Patch and Insignia

