



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

The Steel Horse

Inside this issue

Rowdy's Rant - August

Rowdy's Rant	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 Blurp	3
Member's Birthdays	3
VIP dates	3
Ride Reports	4
Coordinator's Report	6
Event Calendar	7
History of M'Cycles	8
Merchandise for sale	9
Patch & Insignia	9

Hi everyone,

Another month has passed bringing us closer to our two year anniversary, so come along to the September meeting and have a few beers with some good company, great to see some new members and faces joining us also.

I'm looking forward to leaving with the Mild Hogs on the 22 August. Give Avachat a call if you can make it, to ensure you're not left behind.

Ynot has covered the events of the club this month so I thought I'd bore you with some tyre talk. Some riders have a good understanding of their tyres and some of us just know that they're black, rubbery and round, and they have writing on them. What do the numbers and letters mean? Let's pick on my rear tyre

Metzeler Marathon ME880 180/70B 15m/c 76H DOT YEA4 1709

Metzeler	manufacturer.
Marathon ME880	name of tyre.
180	the width of tyre in millimetres
70	the tyre's aspect ratio (height as a percentage of width)
B	construction type (Bias belted). Yours may have R for radial.
15	inner rim diameter in inches
m/c	for motorcycle use only
76	index number indicating maximum tyre load (see load chart)
H	index number indicating maximum speed rating (see speed chart)
DOT	Department of Transportation (US)
A421 1709	date of manufacture. 17 means the 17 th week and 09 means the year. So my tyre was made in approximately April 2009. The date is usually stamped in an oval section and mostly on the left side.

Load Index chart (all in Kg)

43-155	51-195	59-243	67-307	75-387	83-487
44-160	52-200	60-250	68-315	76-400	84-500
45-165	53-206	61-257	69-325	77-412	85-515
46-170	54-212	62-265	70-335	78-425	86-530
47-175	55-218	63-272	71-345	79-437	87-545
48-180	56-224	64-280	72-355	80-450	88-560
49-185	57-230	65-290	73-365	81-462	89-580
50-190	58-236	66-300	74-375	82-475	90-600

Speed Index chart (all in km/h)

Symbol:	L	P	S	T	H	V	(V)	W	(W)	ZR
Speed:	120	150	180	190	210	240	>240*	270	>270*	>240*

* at reduced loading

I have spoken to riders who have had problems with **brand new** tyres only to find they were 7 years old....(age cracks and so forth). Pressures should be checked at least once a week. If you're not bored by now you will be next month as I might talk about spark plug numbers and what they mean.

Cheers Rowdy.

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.lowe@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) -

Avachat

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 AT:

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 — August 2011

Hi all,

It's good to see that the legendary Queensland weather has returned, beautiful one day and perfect the next. It has been excellent conditions for motorcycle riding, and those who have not taken advantage of them have been missing out. However, judging by the turnout on most of our rides, there aren't many members missing out, and we are also continuing to attract several visitors.

Unfortunately the much-anticipated annual Laverda Concours was cancelled because of heavy rain the previous day, and Redland Shire didn't want to have motorcycles churning up their grass at the Cleveland Show Grounds. The event has now been re-scheduled to Sunday 9th October, same place, and same time, so the club will include this into our ride calendar. Please mark your diaries accordingly.

The Mild Hogs ride will be departing on 22 August to take advantage of the good weather (hopefully), and good scenery in northern NSW. We have five bikes and six participants so far, and Avachat has organised what promises to be a memorable three days. Those who don't go will be able to read about in the September Newsletter. Unfortunately, Baz, our colourful scribe from previous years will not be participating, so the responsibility for the report will be with Avachat. I'm sure he will rise to the occasion.

Boots and his sub committee of Sugar and Steiny have been working very hard to organise the SIA charity run. There is a lot of behind the scenes work to be done to successfully conduct an event such as this, but it all seems to be coming together very well. Boots will be providing details of the event at the monthly meeting, but I will take this opportunity to ask for volunteers who would be prepared to carry a passenger for a day ride to contact Boots ASAP, so that he can make final arrangements.

The AGM this year will be held on **Saturday** 17 September 2011, at Lord Stanley Hotel, starting at 6.00 pm. The meeting will conduct normal business, present the annual returns for membership approval, conduct elections for office bearer positions, and install the new Management Committee. I would expect the meeting to finish at approximately 7.30 pm, and we have the room until 10.00 pm if required. Food and drinks will be available for members to purchase at the bistro and bar as per our normal meeting arrangements. The AGM will include our monthly meeting, therefore there will be no meeting on the following Tuesday. I hope to see all financial members at the meeting to welcome in the new Management Committee.

We recently held a Management Committee Meeting to discuss the progress of the club and propose improvements for the future. At this meeting the positioning of new patches to be introduced was finalised. These can be seen on the vest diagram attached to this newsletter. It was also decided that any visitors who wished to attend the Christmas party could only do so if invited by a financial member upon prior payment of the cost of the event.

That's all for now. Safe riding.

YNOT

Where to put Patches on your VEST — latest !!!

The Management Committee approved some changes to where patches and insignia should go on your vest. These are shown on the last page. NOTE: You don't need to change anything!!

Members' Birthdays

Happy birthday to all members who celebrate their birthday this month. Members include Drastic, Jenny, Shadow, and Specs.

VIP dates

- ◆ 22-23-24/08/2011 — Mild Hogs Ride
- ◆ 17/09/2011 — AGM (Saturday)
- ◆ 16/10/2011 — SIA run
- ◆ 25/12/2011 — Christmas Day
- ◆ 01/01/2012 — New Year's Day

Ride Report— West— 25 June 2011

Just a small group today, meeting up at our new spot at the Coffee Club, Goodna. Myself, Peaches, Boots and 2 visitors: David on the Harley Sportster; and Greg on an M90. Another bloody Suzuki (lol J).

I had decided to modify Sam's ride slightly – we headed off highway to Gatton, then up to Ma Ma Creek where we had a brief stop at the Ma Ma Creek Shop complete with chooks, sheep and a goat soaking up the sun. Please note for future reference, the toilets are a cut lunch away, situated behind the church 200m up the hill.

The road up to Clifton was severely flood affected and there are now many new sections of good tar. I found out, and so did everyone else in the group, that the Yamaha footboards can make a hell of a noise scraping round the bends. The drop in temperature when we reached the top of the range was noticeable. I was feeling for Boots with his fingerless gloves.

The Farmers Arms at Cabarlah (about 20km north of Toowoomba) with the smoke coming out of the 2 chimneys was a welcome site. It's a great pub with a very warm fire-place and good hearty food. We had a leisurely lunch of Bangers and Mash, and Lamb Shanks marinated in sweet marmalade. I must remember to tell Sam and Cosmo to include this as a regular stop, out this way.

We continued our journey north to Hampton taking the Esk road (a favourite of Peaches) to head back down into the Brisbane Valley. We concluded our days ride with a farewell ale at the Karalee Tavern. The ride was around 340km.

Regards Avachat (filling in for Sam and Cosmo)



Ride Report— South— 3 July 2011

"Tour de Tweed"

Well the weather was frigid to say the least but the hardy souls of the Steelhorses turned up for a great days riding. Lately we have been getting quite a few visitors and today was no exception.

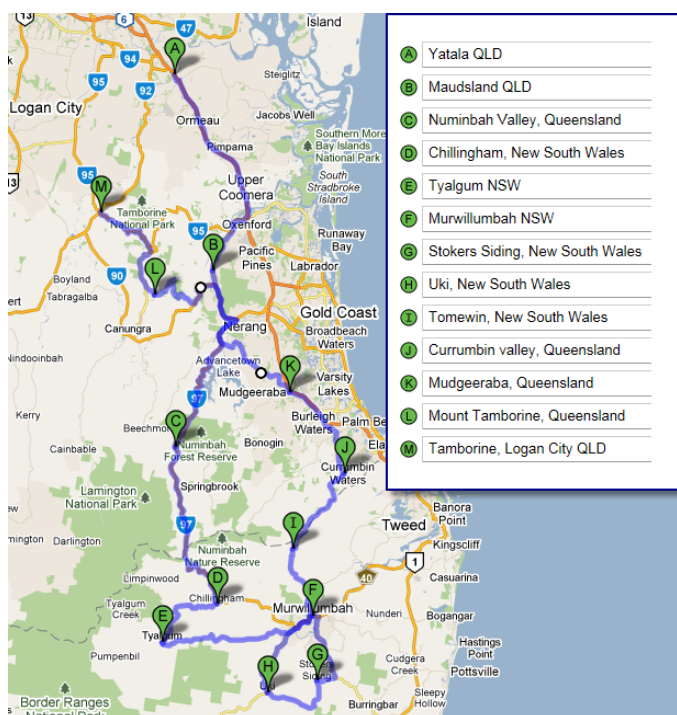
The usual suspects were there such as Steiny, Drastic, Sugar, Sarge, Boots and Cosmo (who like me had already undertaken a considerable ride just to get to the meeting point). We had visitors Greg, Tony, both on M90's (more bloody Suzukis!!) and Jeremy who tagged along on his sports bike.

We travelled down the beautiful Numinbah valley where a brief stop was needed, primarily to allow the emptying of several bladders, weakened by both the cold weather and the copious amounts of caffeine consumed before we left in an attempt to ward off the cool temperatures!

Travelling across the border and down into the Tweed Valley road conditions were against us. With a soggy road having us all wind the throttle back just a touch. But the views taken in were spectacular.

A beverage break at the Tyalgum hotel lifted our spirits, with some helpful advice from the publican saving us around a kilometer of deep rich red mud. A little bit of back tracking and on to Murwillumbah via Chillingham (cool Pork) where we got back on track and headed to Uki where to my surprise the lovely Peaches was waiting for us (I had to say that – she's proof-reading this).

It turned out an old mate of mine now owns the Mount Warning pub as well. This is where we tucked into some



much needed sustenance. Sugar and Sarge bid us farewell here and headed back to Brissy.

Our journey then took us through the twisties of the old Pacific hi-way back through Murwillumbah and on to the Currumbin Valley and back into Queensland.

It was at this point that the heavens decided to open up and proceeded to make us cold AND wet!! The deluge continued until we reached the Pacific Motorway at Burleigh, where it stopped as quickly as it began.

At the fuel stop at Mudgeeraba, I put it to the guys, should we continue or call it a day. To a man "Onward" was the cry!! The resolve of a Steel Horseman cannot be questioned!!

So onward we went up the second steepest access road to Tamborine Mountain!! Boots and I are yet to find the elusive 1st gear steepest hill access to the mountain!! But we will!!! Then watch out!!!

Despite Boots and I looking at each other in utter confusion (As a result of a previous excursion to St Bernards that resulted in several U turns) we managed to find the St Bernards Hotel; hot and cool beverages were consumed; and muscles were thawed and rested. But to my horror NO fireplace alight!! Oh well, next time. It was here we said our goodbyes at around 4.00 pm. From here Steiny took the eastern side dwellers and I took those from the West.

A great ride was had by one and all!! It was about 250km.

Avachat.

Ride Report— North— 24 July 2011

I thought I'd better get to the meeting point a little earlier than usual, so arrived at 8.30 only to find a half dozen bikes already there with their owners munching on macs and sucking up coffee.

By the time we hit the road we had 13 bikes for the run. There were Sarge, Rowdy, Ynot, Steiny, Shadow and TT, Avachat and Peaches, and me. There were also 6 guests, Clint, Ian, Dave, Tony and pillion, and Jeremy on a Sports bike.

What a great turn up. I guess riding bikes is better than mowing lawns or doing those other bits and pieces one normally gets to do on the weekend.

The run was roughly 365 km for me and it started with our first stop to pick up 2 more: Steve and partner (new guests), at the Samford servo. From there we went up the back of Mt Glorious, down the other side, took a right turn and went through to Somerset. This was our first bum stop where hot beverages seemed to be the preference for the climatic conditions. Your truly had a cuppa with Rowdy who seemed a little embarrassed carrying 'tea for two' on the plastic tray. Sorry Rowdy, they don't have the silver ones that you're accustomed to. It's a shame they don't do Devonshire Teas.....

About 20 minutes later we were cruising around Somerset Dam with a breakout signalled as we got near to Kilcoy. Several members took up the opportunity to blow the cobwebs out of their systems. Through to Kilcoy, then we headed back towards Woodford and took a lefty and travelled through to Beerwah, onto the Steve Irwin Way and had our lunch break at Landsborough, this time with beers. Very enjoyable meal and company, of course.

After the food we climbed up to Maleny where we re-fuelled and made our way back to Woodford, where we took a right turn and proceeded over Mt Mee for a cold ale and to say our farewells at Dayboro.

By all accounts everyone seemed to enjoy the ride and I must say I was so pleased to see such a good roll-up.

The word is slowly spreading around about the Steel Horses so we should expect more and more enquiries, which - with a bit of luck - will result in a spike in membership.

Keep the rubber side down.

Cheers

Boots

(These boots ain't made for walking)

Ride Report— North— 6 August 2011

This was indeed the Bay Cruise. 5 riders: Ynot, Rowdy, Steiny, guest Jeremy and me left Maccas at around nine for a very leisurely cruise through Stafford, Kedron and out to the freeway.

Heading north we crossed the Hornibrook Bridge into Woody Point then Redcliffe. We had a 20 minute beerless break at the water's edge - (Steiny & Ynot took the opportunity to hit on some of the more attractive pensioners.)

We continued North through Scarborough and then in-land until we hooked up with the Bruce Highway. Heading north again we turned off at the Sundowner and through to Bribie Island where we stopped for lunch. Ynot, Jeremy and Rowdy went for fish and chips while me and Steiny opted for the more traditional beer and feed at the local.

After the lunch break we all decided to head homewards for an early day as the Calimvale Hotel Dinner was on for that evening. We said our farewells at the BP and went off in our separate directions.

We only did a few hundred kilometres but the weather was perfect for the slower-than-usual run, taking in the beautiful bays just made it all very calming and quite pleasant! See you on the next run!

Cheers

Boots (*These boots ain't made for walking*)

Ride Report— West— 31 July 2011

Cosmo's "Where the hell are we?" tour.

As usual we all met at the Coffee Club and a good roll up for the day. There were 11 bikes in total. In no particular order there was Boots, Rowdy, Ynot, Drastic and Robin, Scouse, Ian/Hurricane, Clint, Dave, Jeremy on his new toy, and Sarge on the Hey boozier.

Seeing as we had three guests I did the right thing and read out the Ride Rules but I failed to mention that everyone should follow the Ride Leader because I was the last one out of the car park and met Ynot at the traffic lights – and he was tail end Charlie! Ride leader and tail end Charlie side by side at the traffic lights and no one in between! Best to pull up and let them find us.

Ynot remembered that he did not pay for breakfast so I told him where I would wait. After a while lo and behold like a Shepherd herding his flock along came Ynot with the rest of the group. At last, away we went and first stop was Wyaralong Dam to have a look now that it is open; then we went on to Beaudesert for a beer.

At this point Sarge left us to head home to pack and just as well because we went off to Kerry and I managed to get all of us totally lost. To my salvation was a man standing out side of his house, I pulled up and asked for directions and we were saved.

I noticed a sign when we got back to the Mt Lindesay Hwy to head to Rathdowney that Beaudesert was only 2 km away, so we had done a 50km loop. Lunch was at Rathdowney and I was almost forgiven. From there it was a pleasant run to Peak Crossing for another beer where we said our goodbyes.

Another good day with good company. See you round like a rissole

Cosmo

Coordinator's Report

Hi All

The social night out on 6 of August was a good night out with 18 members attending, good food and good company.

The next big event will be 17th of September – our AGM meeting. Don't miss this one as the new committee will be voted in and the current Committee hand over the reins with our gratitude and thanks for a job very well done.

Please mark in your Calendar the 16th of October as this is the Spinal Injury Association charity run and we are still collecting names of Riders who are prepared to sell their Pillion seat for a good cause.

I am currently planning another Ladies ride that will be either a Sunday (day, or an Evening ride on a Saturday night). We can discuss this at the next few meetings and decide.

Please keep the 17th of September and the 17th October marked on your Calendar.

Regards 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 of 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	McDonalds, 290 Enoggera Rd, New-market	Boots— ozcruise@bigpond.com.au Mob: 0416 034 886		
South	M1, Exit 38, Yatala (BP Service Centre)	Avachat — t_adams@tpg.com.au Mob: 0488 099 137		
West	McDonalds, 2 William St, Goodna	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 Mob: 0407 151 302		
August 2011				
Sat 6	North	9.00 am	Bay Run— Bruce highway, Scarborough, Deception Bay, Bribie Island for lunch, Steve Irwin Way, Maleny, home.	?
Sun 14	South	9.00 am	"Steiny's Ride" – Beaudesert, Mt Lindesay Hwy, Grevillia, Kyogle, Uki, Smiths Creek, Murwillumbah, Bilambil, Tweed Heads, home	350 km
Tue 16	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 20	West	9.00 am	Boonah, Queen Mary Falls, Killarney, Maryvale, Aratula, Willowbank, Home	?
Mon-Wed 22-23-24	Mild Hogs Ride (South)	8.00am	Day 1: McDonalds Calamvale, Casino, Grafton, and Glenreagh, Nymboida, and Dorriggo: 390 km, 6 hrs. Day 2: Dorriggo, Urunga, Kempsey, Wauchope, Walcha, Uralla, Inverell: 490 km, 6½ hours. Day 3: Texas, Greenup Rd, Oman Ama, Leyburn, Clifton, Ma Ma Creek Rd, Laidley, Rosewood, Ebenezer, and Goodna: 420 km, 6½ hours.	1,300 km 19 hours
Sun 28	North	9.00 am	The Gap, Neebo, Coal Creek, Brisbane Valley Hwy to Esk, Mt Hallen, Gatton, Rosewood, home	?
September 2011				
Sat 3	South	9.00 am	"Hippie High-way" – Tallebudgerax Currumbin Valleyx Murwillumbahx Mooballx Billinudgelx Mullumbimbyx Goonengerryx Clunesx Dunoonx The Channonx Nimbinx Ukix Murwillumbahx home	350lm
Sun 11	North	9.00 am	Bruce Hwy through to Sunshine Coast, Nambour, Mapleton, Kenilworth, Connondale, Maleny, Peachester, Woodford, Mt Mee, Dayboro, The Gap and home	?
Sat 17	All	6.00 pm	AGM at Lord Stanley Hotel, East Brisbane	
Sat 24	South	9.00 am	"Hinterland Hop" – Canungra, Binna Burra, Advancetown, Springbrook, Mudgeeraba, Mt Nathan, St Bernards Mt Tamborine, home	280 km



Beat the 5 o'clock rush, leave work at noon

History of Motorcycles—part 12

Engine cooling

An engine's cooling system has three purposes. These are:

- to remove excess heat from the engine;
- to keep the engine operating at its most efficient temperature;
- to get the engine up to the correct temperature as soon as possible after starting.

Ideally, the cooling system keeps the engine running at its most efficient temperature no matter what the operating conditions are.

Fuel burning engines produce enormous amounts of heat; temperatures can reach up to 2,200 °C (4,000 °F) when the air-fuel mixture burns. However, normal operating temperature is about 1,100°C.

About one-third of the energy in the fuel burnt in the engine is converted into power. Another third goes out the exhaust pipe unused, and the remaining third becomes heat energy.

Consequently such engines need a cooling system of some kind. Without a cooling system, parts would melt and the pistons would expand so much they would "seize" in the cylinders.

The exhaust system takes away much of the heat, but parts of the engine, such as the cylinder walls, pistons, and cylinder head, absorb large amounts of the heat. If an engine part gets too hot, the oil film fails to protect it. This lack of lubrication can ruin the engine.

On the other hand, if an engine runs at too low a temperature, it is inefficient, the oil gets dirty (adding wear and subtracting horsepower), deposits form, and fuel consumption and exhaust emissions increase.

There are two types of cooling systems; liquid cooling systems (either coolant or oil), or air cooling systems.



Air cooling

Most air cooled engines use air blowing past the cylinder and cylinder head, either from forward motion or from a cooling fan for when the motorcycle is stationary, to disperse heat. If a motorcycle is running but stationary for a period, over-heating may occur. Therefore some air-cooled motorcycles have fans to force air past the cylinder block. The cylinders on air cooled motorcycles have fins to help this process as shown above right.

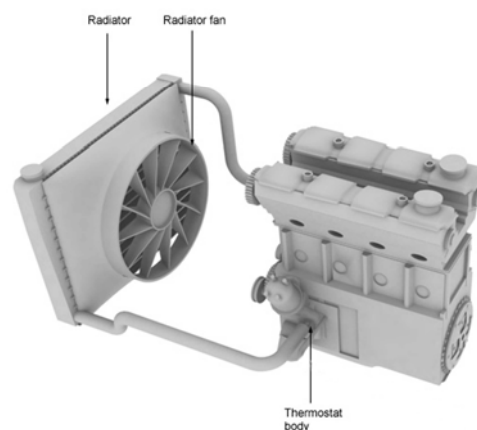
Liquid cooling

These systems may use coolant (water mixed with an anti-freeze and corrosion inhibitor), or oil, or a combination of both systems.

Coolant

An engine using coolant as a cooling system has a water jacket around the cylinders, a thermostat to maintain temperature, a water pump, a radiator and radiator cap, a cooling fan, hoses, and usually an expansion tank.

The water jacket consists of passages for the coolant inside the cylinder block and head. The coolant has to have indirect contact with such engine parts as combustion chamber, cylinder walls, and valve seats and guides. As it passes through the passages in the engine, the coolant absorbs heat from the engine, and then passes through the radiator where the heat is transferred to the air, and then returns to the engine as shown on right.



Oil

Some manufacturers use a hybrid cooling method where engine oil is circulated between the engine case and a radiator. The oil doubles as the cooling liquid.

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

