

THE STEEL HORSE

OFFICIAL NEWSLETTER OF THE
STEEL HORSES CRUISING MOTORCYCLES
SOCIAL CLUB INC.

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ROWDY'S RANT!



Hi everyone,

The club has had a difficult month with management having to attend to a few problems within its membership; it's not the club's policy to air disputes especially not in the newsletter, needless to say they are being dealt with and dealt with by the rule book.

A key value within our Club is respect for fellow members. As more and more members join, it is unrealistic to expect that everyone will like everyone else and that we will not have issues from time to time needing resolution.

The club is a work in progress and is evolving all the time, the club is as strong as it ever was and we are looking forward to some new and exciting changes, for 2012. These will be in the areas of Ride Captain. Thank you Lucky J who volunteered for the north ride, also Yogi, Steiny and Sarge who volunteered for the south ride. No changes for the west ride but a mention for Cosmo

and Sam for all their rides this year. Thank you to Mozzi for having your hand up for merchandiser's role. Thanks to Loges for taking on the newsletter and finally BC for helping the management committee.

We have a new web site up and running! It's obviously in its early stages with updates in the wings, awaiting some final "tweaks" and approvals. So get ready with your "me and my bike photo's" and maybe a small profile of your bike, don't forget pillions and social members all to be included soon.

Here is the new link.

www.steelhorses.com.au

Thanks to Sarge and Sugar for hosting the Christmas party, everyone looked like they were having a good time. That is except for poor Ynot who for some reason became very "rattled" when visiting the port-a-loo! Shadow announced the new recipient of the training wheel award which went to Sarge, who almost immediately tried to palm them off to Boots. *Does anyone know if falling off your bike at work still counts?*

All club politics aside I would like to wish all and everyone a great and safe Christmas and look forward to many more kilometres on the black stuff!

Cheers
Rowdy

BOOTS' BANTER



Another year has simply flown by, with lots of klms mounting up on the speedo. Well, that's what the bike is for!

We've had some really good rides this year with highlights being the Mild Hogs Run, our representation at Laverda, the Backbone Run and the memorable weekends we had away. All excellent fun!

I'm already looking forward to next

year's events. And it's all thanks to YOU – the members!

My thanks too, to the Ride Captains for their work to date and for the good runs that will be coming in the future.

Thanks also to the committee, both past and present, for the unending work they put in to the club to keep it running as smooth as possible.

When I ride with the club I sometime hear that the ride is: too fast; too slow; has too few riders; or, I'm tired of the same roads.

I appreciate hearing the opinions of others but would like to add this: We are a small percent of the population who "get it" about riding bikes. The bikes themselves, the feeling of freedom they bring and the decision

to ride with others who also "get it" is what the club is about. People will come and go for a variety of reasons and hopefully the club will continue to grow in numbers – with others who "get it". Remember that the organisations that do succeed have members who know respect and tolerance regardless of the backgrounds and beliefs of others. This is the key to the success of the Steel Horses!

I'll get off my soap box now and wish you all Seasons Greetings, a safe, happy holiday and hope you get what you wanted from Santa.

Cheers,

Boots

(These boots ain't made for walking)

SUGAR'S SPOT

Merry Christmas Everyone!



We had an exciting last few weeks with a great Party that seemed to be enjoyed by everyone who attended.

There were a couple of prizes won on the night by Phoenix and Scouse.

I would like to welcome Lucky J who is starting as ride Captain for the North ride in January, please support his first ride if you can.

Thanks to BC for getting our new web page up and running, lots of work left to do on this but at least we are on the Air and our ride Calendar

is now available to prospect riders.

A very BIG thank you to our new newsletter editor Loges.

It is always good to see members stepping up and supporting the Club with roles like web master and newsletter editor, not to mention every one of our Committee who really make this Club successful.

A Merry Christmas and great New Year to all from

Sarge and Sugar

BACKBONE RIDE PATCHES

Just a reminder to all those members who were on the Backbone Run. Anyone who wants a patch for their vest to commemorate the occasion, will need to pay for them on Tuesday night. We will be placing an order after the meeting, and, due to having been caught with unpaid for patches before, we need to adopt a "money up front" approach to all such orders.

The cost of these is \$12.00 each.

Cheers,

Steiny

NORTH RIDE REPORT

Hard Arse Run.

8:30am and I'm actually the first one to get to Maccas! Sarge turned up a little later on the Busa and a little bit later, Pyro.

A beautiful day for the run and we headed off up the Bruce Highway to the BP to pick up Barney and his young pillion.

Greeting done, it was back onto the Bruce Highway for a short spell to the Caboolture exit, through this bustling metropolis and on to Woodford.

Heading out we were stuck behind a campervan (a slow one at that) so I made the executive decision at the last moment to take Neurum Road passing the Correctional Centre. The fist rotated and me and Sarge went for a bit of a hoon for a few k's.

One moment he was in my mirror the next thing I knew there was a red and black blur whizzing by me like I was standing still. No mention of speed will be made - so as to protect the innocent. Pleased to report Barney behaved by not speeding with his pillion. After passing Villeneuve it was back onto the D'Agular Highway where we had our first stop at Kilcoy.

After drinks Sarge had to take leave for family commitments so after the farewell we continued west and arrived in Yarraman for lunch at the local cafe. Hamburgers with the lot, milkshakes and a lot of chatter later, we were back on the seats for our next leg which was to Crows Nest. At the top of the hill we took a short bum break and toured the local cuckoo clock shop. Barney insisting to hear the chimes of the \$18,000 clock that was straight off the Tubular Bells album. We gassed up and headed towards Toowoomba then cut left to go home via Murphy's Creek.

Another stop at the Rosewood turn off to say our good byes and the day was done. This ride was appropriately named, 427 Klms for me and quite as few more for Barney who had to go back up to Caboolture. (Hope your home by now mate).

Overall the ride was very relaxed despite the distance covered. The sun was with us all day, just making the ride ... perfect.

See YOU on the next one!

Cheers,

Boots

(These boots ain't made for walking)

WEST RIDE REPORT

After meeting Steiny, Lucky J and Pyro we headed off to a café just west of Toowomba that I knew for our first stop. My thoughts were we would do this I one go and have more stops for the rest of the trip.

Well some 123k's and just under 2 hr's later we pulled up at said café and I was lucky not to be lynched. After our well deserved bum break Pyro left us due to family

commitments so the three of us headed off to Pittsworth for lunch. From there it was over to Oakey for fuel and back through Toowomba and saying our goodbyes at Withcott.

Another enjoyable day on the bike with good company and after all that's what the club is all about!

See you round like a rissole!

Cosmo

The little old lady...

A biker stops by the local Harley Shop to have his bike fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home. On the way home he stopped at the hardware store and bought a bucket and an anvil. He stopped by the feed store/livestock dealer and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem... How to carry all of his purchases home?

While he is scratching his head he was approached by a little old lady who told him she was lost. She asked, "Can you tell me how to get to 1603 Mockingbird Lane?" The biker said, "Well, as a matter of fact, I live at 1616 Mockingbird Lane. I would walk you home but I can't carry this lot." The old lady suggested, "Why don't you put the anvil in the bucket, carry the bucket in one hand, put a chicken under each arm and carry the goose in the other hand?" "Why thank you very much," he said and proceeded to walk the old girl home.

On the way he says, "Let's take my shortcut and go down this alley. We'll be there in no time." The little old lady looked him over cautiously then said, "I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and ravish me?"

The biker said, "Holy smokes lady! I am carrying a bucket, an anvil, two chickens and a goose. How in the world could I possibly hold you up against the wall and do that?" The lady replied, "Set the goose down, cover him with the bucket, put the anvil on top of the bucket and I'll hold the chickens."

BASIC RIDING TIPS



The following riding tips are taken from the DVD "Ride Like A Pro Team", produced by Jerry Palladino.

The DVD provides instructions to enable riders to master three basic techniques necessary for handling a motorcycle. The three techniques are referred to as, 1) Head and Eyes, 2) The Friction Zone, 3) Using The Rear or Controlling Brake. Jerry Palladino states that he had been riding motorcycles for twenty years before he learned these techniques, and after learning them, he realised that he had only accumulated 1 years experience not twenty. He stated that his riding improved enormously after learning these techniques. A précis of the tips is provided below. For a full coverage including demonstrations of the techniques and mistakes made by riders you should view the actual DVD. It is very comprehensive.

1) Head and Eyes

Simply this means that wherever you look, your bike will go. Merely turning your head in the direction you want to go will not work if your eyes are looking somewhere else. Both your head and your eyes must turn in the direction you want to go. Do not look down unless you want to go down. The technique of head and eyes takes practice for it to become second nature. For example, the simple process of pulling out of your driveway will be made easier if you turn your head and look in the direction you want to go. If you look

up the road not at the ground whilst simultaneously turning your head and eyes in the desired direction, you will be making a much tighter turn than normal. When you are stopped at a stop sign, and you are about to make a right hand turn, turn your head and eyes to the right, avoid looking at the kerb or the centre line of the road and focus on where you want the bike to end up and you will notice you will never drift towards the kerb or the centre line of the road.

2) Use The Friction Zone

The friction zone is the area on the clutch between fully open and fully closed. It is the grey area in between. As you release the clutch lever, and the bike starts to move, you are entering the friction zone. Do not totally release the clutch lever, as this will fully engage clutch and your speed will be determined by the amount of throttle applied. By holding in the clutch lever at the point at which the bike starts to move, the bike does not respond to fluctuations in the use of the throttle, and you can use the clutch to control the speed of the bike. Your revs should be about twice the idle speed. This will produce a speed of approximately a quick walk. An easy way to become accustomed to riding the bike in the friction zone is to go as slow as you can without releasing the clutch completely.

3) The Rear or Controlling Brake

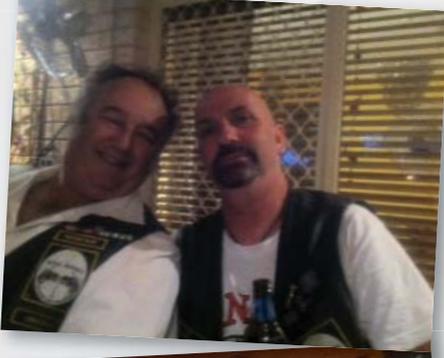
With your motorcycle in the friction zone, keep your foot on the rear brake and lightly release and apply the brake as the bike starts to move. By doing this, it is as if the motorcycle thinks it is going faster than it is. When you apply power and simultaneously keep your foot on the rear brake, it helps to prevent the motorcycle from falling over at low speeds, which is where most people get into difficulties. It is a lot easier to balance your motorcycle at speeds of 60 or 80 KPH than it is at 10 or 15 kph. If you use a combination of using the friction zone and simultaneously lightly applying the rear brake, at low speeds, the motorcycle does not feel as clumsy, and the tendency for it to fall over is reduced.

At low speeds, (10-15 kph), the use of the front brake should be avoided at all costs. Applying the front brake at these low speeds, especially with the handlebars turned slightly, will result in you being pulled to the ground like a magnet. Once you get above these speeds you must use your front brake as well as your rear brake, as 70% of your braking power comes from the front brake.

In order to use your rear brake as described above you must have your foot on the brake, therefore you should not drag your feet along the ground at low speeds. As soon as you start to move your motorcycle from a complete stop both feet should automatically come up to the floor boards or pegs and your right foot should be working the rear break.

Once you master these three techniques you will be amazed at the tight manoeuvres your bike can perform. You should be able to make full lock turns in both directions at 10kph with the pegs or boards scraping a perfect circle in the road.

2011 SHCMSC CHRISTMAS PARTY!



MOTORCYCLE TRIVIA

Source: www.abate26.com

1. The first motorbike was created by?

- A. Gottlieb Daimler in 1885
- B. Thomas Edison in 1881
- C. Michel and Eugene Werner in 1897
- D. Leonardo da Vinci in 1503

2. What kind of motorcycle did Arnold Schwarzenegger ride in the movie Terminator 2?

- A. Kawasaki Ninja
- B. Honda Valkyrie
- C. Harley-Davidson Fat Boy
- D. Ducati Monster

3. Honda's first true motorcycle was build in 1950. What was it called?

- A. Helix
- B. Elsinore
- C. Monkey
- D. Dream

4. What is the name of the motorcycle gang in the 1953 film The Wild One starring Marlon Brando?

- A. Black Rebels Motorcycle Club
- B. The Polecats
- C. Sage Valley Motorcycle Racers
- D. The Rottwheelers

5. Who makes the Royal Star Venture?

- A. Yamaha
- B. Aprilia
- C. Suzuki
- D. Vespa

6. Gold Wing is associated with what brand name?

- A. BMW
- B. Honda
- C. Moto Guzzi
- D. Kawasaki

7. Which of these is not a type of Motorcycle?

- A. Bobber
- B. Chopper
- C. Dipper
- D. Springer

8. What kind of motorcycle did both Ponch and Jon ride in the TV show CHiPs?

- A. Kawasaki 1000 P
- B. Harley-Davidson FLHPI Road King
- C. BMW R 1100 RT-P
- D. Harley-Davidson Servi-Car

9. In the 1969 Easy Rider, the character played by Peter Fonda is called:

- A. Bucky
- B. Captain America
- C. Ghost Rider
- D. Billy

10. The famous T. E. Lawrence, "Lawrence of Arabia" was killed in 1935 while riding what make of motorcycle?

- A. BSA
- B. Brough Superior
- C. Norton
- D. James

11. What movie star did most of his own motorcycle stunts in the movie The Great Escape?

- A. James Garner
- B. Steve McQueen
- C. James Coburn
- D. Lee Marvin

12. Jawa motorcycles are made in what country?

- A. Czechoslovakia
- B. France
- C. Spain
- D. Switzerland

13. In 2003 what did Harley-Davidson celebrate?

- A. Launch of new logo
- B. Willie G. Davidson's 65th Birthday
- C. 100th Anniversary of the company
- D. The first Dyna Wide Glide

14. What band released the biker anthem, Born to be Wild in 1968?

- A. Cream
- B. Creedence Clearwater Revival
- C. Steppenwolf
- D. The Who

15. What is the name of London's famous classic biker hangout?

- A. The Ace Cafe
- B. The Kick Stand
- C. The Iron Horse Saloon
- D. The Holiday House

Answers: 1. Gottlieb Daimler in 1885; 2. Harley Davidson Fat Boy; 3. Dream; 4. Black Rebels Motorcycle Club; 5. Yamaha; 6. Honda; 7. Dipper; 8. Kawasaki 1000 P; 9. Captain America; 10. Brough Superior; 11. Steve McQueen; 12. Czechoslovakia; 13. 100th Anniversary of the company; 14. Steppenwolf; 15. The Ace Cafe.

MEMBERSHIP INFO

WANT TO JOIN ? ...

"THE CLUB IS BRISBANE BASED, SO COME ALONG FOR A RIDE OR ATTEND A MEETING"

Membership is open to Riders and Pillions of Cruiser and Tourer motor-cycles, as well as Social Members. The club focuses on Cruiser and Tourer Style motorcycles of more than 250 cc, regardless of rider's age, or riding skills. You will meet other people who share your interest in Cruisers and Tourers and Motorcycling in general.

- ✓ Rides every weekend
- ✓ Weekends away
- ✓ Barbecues
- ✓ Children friendly events
- ✓ Social Outings

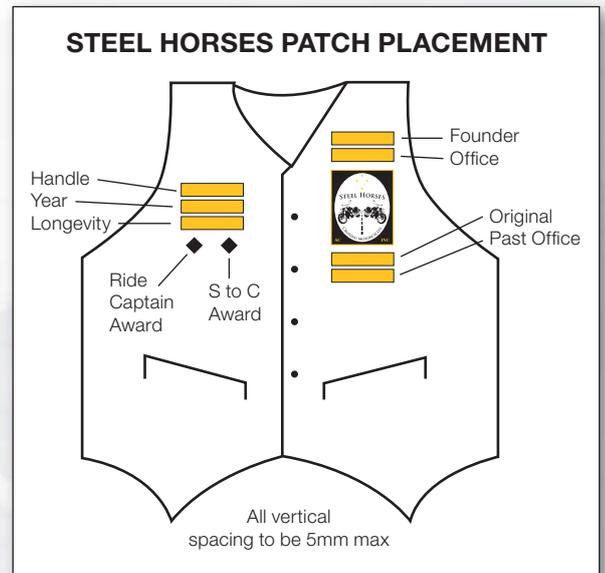
We also have Monthly Meetings — These monthly club meetings are an opportunity to exchange ideas and infor-mation. Prospective members and visitors are always welcome to come along on a ride or attend a meeting. Refer to the Event Calendar for details.

Membership Fees:

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.



MERCHANDISE



Steel Horses Caps \$17.00



Chopper sunglasses \$15



LADIES
Juni B
3/4 Sleeve
Black



LADIES
Juni B
3/4 Sleeve
White

Tee-shirts \$36

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

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



MENS
Johnny Bobbin
Long Sleeve
Black



MENS
Johnny Bobbin
Long Sleeve
White

INTERESTED ?

Contact our Merchandiser:

Drastic

Mobile: 0438 785 662

Email: david.hall@rentco.com.au



STEEL HORSES
CRUISING MOTORCYCLES
SOCIAL CLUB INC.

www.steelhorsesinc.com

STEEL HORSES CRUISING MOTORCYCLES SOCIAL CLUB

RIDE CALENDAR 2012

MEETING POINTS

South	Exit 38 Yatala	Yogi, Steiny, Sarge	0417 636 425
North	McDonalds Newmarket	Lucky J	0401 253 879
West	Coffee Club Goodna	Cosmo / Sam	0405 737 085

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

JANUARY 2012

Sunday	8th	West	Peaks Crossing, Maryvale, Sandy Creek, Clifton, Mar Mar Creek, Gatton, Home (315Km)
Sunday	15th	North	Samford, Dayboro, Mt Mee, Maleny, Burpengary, Home (210km)
Sunday	22nd	South	Riders Choice
Tuesday	17th	MEETING	LORD STANLEY HOTEL - GABBA - 7.30PM
Saturday	28th	West	Fernvale, Esk, Somerset, Kilcoy, Woodford, Dayboro, Samford, Home (232km)

FEBRUARY 2012

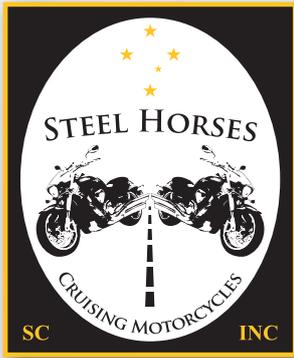
Sunday	5th	North	Landsboro, Nambour, Cooroy, Noosa, Caloundra, Burpengary, Home (295km)
Saturday	11th	South	Yatala, Canungra, Advance Town, Murwillumbah, Yuki, Tweed Heads, Home (420km)
Sunday	19th	West	Riders Choice
Tuesday	21st	MEETING	LORD STANLEY HOTEL - GABBA - 7.30PM
Saturday	26th	North	Scarborough, Deception Bay, Bribie Island, Malaney, Home (350km)

MARCH 2012

Sunday	4th	South	Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home (lots)
Saturday	10th	West	Beaudesert, Kerry, Rathdowney, Mt Alford, Kalbar, Roadvale, Home (224km)
Sunday	18th	North	Nambour, Coolum, Tewantin, Cooroy, Home (heaps)
Tuesday	20th	MEETING	LORD STANLEY HOTEL - GABBA - 7.30PM
Sunday	24th	South	Rider Choice

IMPORTANT DATES

- January 1st 2012, New Years Day
- January 27th 2012, Australia Day



STEEL HORSES

CRUISING MOTORCYCLES
SOCIAL CLUB INC.

www.steelhorsesinc.com

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Email: andrew@ihds.com.au

Ride Captain (South) – Avachat

See Event Calendar for details

Ride Captain (North) – Lucky J

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



Steel Horses Cruising Motorcycles Social Club Inc. Is for riders, pillions and social members. The objectives of the club are to encourage members to regularly meet, ride, and join together for social enjoyment.

Disclaimer: the opinions expressed in this newsletter are personal opinions and are not necessarily those held by shcmsc inc.

Stopped for speeding.

A rookie police officer pulled a biker over for speeding and had the following exchange:

Officer: May I see your driver's license?

Biker: I don't have one. I had it suspended when I got my 5th DUI.

Officer: May I see the owner's card for this vehicle?

Biker: It's not my bike. I stole it.

Officer: The motorcycle is stolen?

Biker: That's right. But come to think of it, I think I saw the owner's card in the tool bag when I was putting my gun in there.

Officer: There's a gun in the tool bag?

Biker: Yes sir. That's where I put it after I shot and killed the dude who owns this bike and stuffed his dope in the saddle bags.

Officer: There's drugs in the saddle bags too?!?!?

Biker: Yes, sir. Hearing this, the rookie immediately called his captain. The biker was quickly surrounded by police, and the captain approached the biker to handle the tense situation:

Captain: Sir, can I see your license?

Biker: Sure. Here it is. It was valid.

Captain: Who's motorcycle is this?

Biker: It's mine, officer. Here's the registration.

Captain: Could you slowly open your tool bag so I can see if there's a gun in it?

Biker: Yes, sir, but there's no gun in it. Sure enough, there was nothing in the tool bag.

Captain: Would you mind opening your saddle bags? I was told you said there's drugs in them.

Biker: No problem. The saddle bags were opened; no drugs.

Captain: I don't understand it.

The officer who stopped you said you told him you didn't have a license, stole this motorcycle, had a gun in the tool bag, and that there were drugs in the saddle bags.

Biker: Yeah, I'll bet he told you I was speeding, too.