

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

January 2014

VOL 6, ISSUE 1

*Bah, humbug!
No bloody Harley
for Xmas.*

**The Ten
Commandments
of Riding**

**Pyro's
3 Day Run**



**Rowdy
Rides on**



Old Petrie



Xmas BBQ Run



New Calendar





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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, Pillions, and 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 \$40 for all Members. All Members must wear a vest and Club Patch.

Members can view the Rules and By-laws at our monthly meetings. Just let the Secretary know.

January 2014

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and Rowdy

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.

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





G.O.B.B.
GRUMPY OLD BIKER BASTARD

Grumpy's Grumble

The President's Report

Hi all.

Well we are heading to the holiday season so happy whatever it is you celebrate and hope you all have your loved ones close by. It's getting hot out there as it does this time of year so I'd like to remind you all to protect yourself from the sun's rays while riding as it's very easy to get badly burnt as you get a combination of sun and wind burn so please look after yourself out there. In this heat I have found that while riding you feel cool but you also dehydrate very quickly and this can cause you to lose focus on what you're doing so make sure you stop regularly for a drink and to cool down.

I spend a lot of time riding and in Queensland it can get REALLY hot and humid. I frequently ride in ambient temperatures of approximately 38°C and I've ridden in temperatures as high as 46°C for long periods of time. This week I learned that additional preparation is required for running at temper-

atures above 40°C for several hours. Hopefully it will be useful to others.

Human bodies exchange heat with their surroundings in four primary ways: convection, conduction, radiation, and evaporative cooling (from perspiration). When ambient temperatures are below the body's normal temperature of 37°C, all of these pathways can provide cooling. The higher the wind speed, the more cooling there is from convection. But when ambient temperatures rise above 37°C, only evaporative cooling can work. More importantly, too much wind becomes a bad thing. There is a limit to our body's perspiration rate and when the wind speed uses up all of the available perspiration, more wind increases convective HEATING. This is the opposite of "Wind Chill". I found an

are NOT the right approach. You will actually stay cooler with a conventional suit with the vents adjusted so there is a more moderate air flow across your skin. You Have to Carry Much More Water to Ride in 43°C+ Temperatures

When temperatures are below 37°C, you may perspire less than 1 Litre per day. But when the need for evaporative cooling kicks in, you perspiration rate can increase to 1.5 Litres PER HOUR. If you aren't drinking 1.5 Litres per hour under extreme conditions, you will start becoming dehydrated. Your perspiration rate will decrease, you will feel hotter, your heart rate will increase, and your judgement will start to become clouded. If you are a competitive endurance rider, you can probably go at least 500 km's without stopping. If you

are averaging 120 Km/h, that's four hours. You may need to consume 6 quarts of water in that period of time when the temperature exceeds 43°C.

You carry a hydro pack cooler with a drinking tube attached when you know you will be riding long distances in hot weather. It will be barely adequate for long trips but if you

purchase extra bottles of water to drink during your fuel stops. If you make the mistake of starting with less than a full hydro pack you could start experiencing the early signs of heat exhaustion. If you do it can help if you sit in the shade for about 10 minutes while consuming a full litre of bottled water.

Here is a chart that shows how it works sorry it's in Fahrenheit.

Heating or Cooling Effect on Heat Index (in °F) of a 33.6 mph Wind

Ambient Relative Humidity

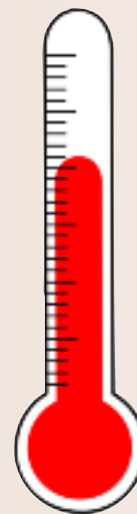
Air Temp in °F	0%	10%	20%	40%	60%	80%	100%
68°	-7.74°	-7.74°	-7.74°	-7.56°	-7.2°	-7.02°	-7.38°
77°	-8.1°	-7.56°	-6.84°	-5.94°	-5.94°	-6.84°	-7.74°
86°	-2.34°	-2.7°	-3.24°	-3.96°	-5.58°	-8.1°	-12.6°
95°	+2.34°	+2.16°	+1.8°	+0.72°	-2.88°		
104°	+5.76°	+5.4°	+4.5°	0°			
113°	+7.38°	+6.3°	+4.32°				
122°	+8.28°	+6.12°					

interesting article on this effect at:
http://www.zunis.org/at_least_theres_a_breeze.htm

What this means is that you do NOT want to maximize the wind against your skin when the temperature gets extreme. Mesh suits, or wearing just a lightweight shirt,

According to data from the National Burn Centre, the time at temperature to cause a second degree burn is as follows:

Grumpy



2013 The Year That Was



2014
YOU Write the Story



from the Coordinator's Desk



The Report

I hope everyone had a Merry Christmas or at the very least a good holiday break.

I would like to welcome everyone to the New Year with Steel Horses CMSC.

We had a great year in 2013 and let's make 2014 an even better one for rides and events.

Anyone that can help out with Raffle prizes during the year please let me know what you would like to donate and the month you would like to donate the prize for.

Many thanks to all the raffle prizes donators for the last year without this generous support we would have a lot less funds in the bank.

The ride Calendar is published for the next 12 months and it will soon be available on the face book pages and the Web Page.

I will be talking about the Great Ocean road ride in October 2014 at the next meeting so bring your questions along for this discussion.

We will be organizing a Dinner night out soon at the Norman Hotel anyone interested please let me know.

Thanks

Sugar

THE CLUB WEBSITE IS AT:
steelhorses.com.au
(steel horses dot com)



North Ride Report

Christmas Lights

7th December
2013

Ride captain
Grumpy

Riders
Rowdy, Mac, Fozzy, Big
Kev, Luck J, Barney, Ace

Pillions
Sugar, Angel, Barney's
friend, Ace's Daughter
(Sorry I forgot their names)

Tailend Charlie
Sarge

People who met us at the
pub for dinner and the last
half of the ride

Boots and Lace, Jak,
Mayhem, Tiny and Noah

Well we got to the Carseldine servo and the text messages started someone ran out of fuel, several cancelling and a couple running late. Big Kev got into the swing of things; turning up in a red helmet/santa hat and red shirt complete with white fur around the sleeves and Christmas lights wrapped around his bike. So we ended up getting sorted and leaving about twenty minutes later but all good. The afternoon was glorious as we headed west through a few suburban roads til we got onto the Jinker track and Bunya Rd. I've got to say gliding through the Bunya Hills was extremely picturesque. Green valleys, gently modulating hills, sunlight glinting off everything – truly lovely.

We then then cut through the back of Samford and up Glorious until we came to the T junction and headed back down Nebo Rd stopping along the way for a bum break. Unfortunately, there were no toilets where we pulled over, so a couple of people had to scoot off to find one. We then headed on down to Settlement Rd and over to Samford Rd, suddenly hitting civilisation again and headed to the Alderley Arms Hotel for Dinner. We were joined at the Alderley by Boots and Lace, Mayhem and Tiny and Jak.

After some robust conversation and a nice meal, we headed out to find some Christmas lights. Saw a few nice ones around Ashgrove, then skirted around town to end up at Tingalpa, where a couple of whole streets were lit up. We cruised down and

around the streets, dodging people and cars, and returning the waves of little kids as they stood in awe of all our bikes (and I suppose they might also have been a tiny bit in awe of the lights). That being the climax of our Christmas Lights tour, we made one last stop at the Tingalpa Pub to say our goodbyes, and have a cold one before heading for home. A very enjoyable evening.

Ride a nice day

Grumpy



G.O.B.B.
GRUMPY OLD BIKER BASTARD

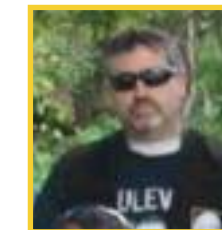
West Ride Report

15th December
2013

Hi all Pyro here,

Today started like most West runs with good weather and mostly clear skies. Phoenix and I met Mac at the Coffee club with Sam and Rusty showing up.

A few minutes later, then Steiny and our visitor Kim, and Grumpy a few after that.



We had a great brekkie and then went down to Maccas and met Lucky J.

So we had seven bikes and one pillion, Rusty had other commitments.

Sam joined us for the first leg of our ride to Ma Ma Creek but had to leave early as well.

The run to Ma Ma Creek was great with just a few slow cars that were easily rounded.

A short stop and a cold drink before heading to Murphy's Creek via Ma Ma Lilly Rd and Flagstone Creek Road.

And then a hard sharp right into Blanchview Road, along this stretch we came up behind another group and one of them we think lost his tank bag all over the road and had to stop to pick up his stuff.

They caught back up to us at this hard right and were trying to tell us we had to go straight before realising we were not part of their group. Blanchview Road was a nice little side street taking us to the freeway.

A short squirt back towards home and then left into Murphy's Creek. This is a nice little pub and I plan to make a lunch stop here next year. Well after another short break and cold drink Mac left for home and our group went down to five bikes. We left there and shot up to the New England Hwy and right for fuel and then lunch at the Farmers Arms pub. I think I have converted Steiny, the big guy tried a Chicken Parmi and skipped the steak.

He said it was ok but this is only the first step to conversion.



PYRO

LIGHT
'EM UP



After lunch we headed off to the Esk turn off and had a great run down the mountain, Grumpy and Lucky were well into their first drink by the time we got there, many stops in this heat was a good idea.

This is where I asked if everyone was happy to go for a long ride and there were no objections so we went up to Somerset and then around and up Mount Glorious and here is where we got stuck behind some idiot who would not let us pass. We had another bike jump in front of us and we watched as he tried to pass and this d*^k even crossed over to the other side of the road to stop him, so when he did get in front we watched as the bike slowed down to give this bloke some of his own medicine. We had a chance to talk to him on top of Mount Glorious and he wanted to smash the guy in the car but held his temper in check, Phoenix was worried the car might hit him from behind but all was ok.

Kim actually knew him and had a good old chat before we got going again, we said our good byes here as Grumpy was turning off for Samford and the rest were going down Mount Nebo. At the cafe we were told the cops were on fire today and in front of us, so no speeding from there, not that any of us ever exceed the speed limit.

Another short break and drink and around four we headed off for our respective homes.

No matter how many times we go over Mt Nebo I always love that stretch of road.

Phoenix and I arrived home around 5.00 pm and travelled approx. 370 km.

Another great day with great friends. Look forward to seeing you all on the next one.

Pyro

Light em up



Xmas BBQ Run

22nd December
2013



Hi All Pyro here,

I'm doing this ride report under duress so here goes....

The morning started beautiful with great sky and weather. All that was needed now was 2 wheels, a motor and an open road.

Phoenix and I arrived at BP Yatala to find most of the club already present.

Already on deck we had: Lucky J, Sir & Mel, Grumpy, Sarge & Holly, Big Kev, Mac, Specs, Ned, Steiny, Rowdy, Jak, Ynot, and shortly after Scouse. Sugar, Brett & Ethan were also there to see us off on the ride.

After a short briefing which I missed because I was talking with some other fellow riders we hopped on our steel horses and headed down the freeway. We hopped off the freeway at Coomera and headed around the outside of Mt Tamborine for a short stop at Canungra.

We were all travelling obeying the rules but it didn't stop two boys in blue from following us into Canungra.

The pace thus far was probably pretty good for the guys up front but Steiny, Phoenix & I were left just a little bit behind. Those Harley Davidson's apparently can't travel at the speed limit.

After a short coffee and break we got back on the bikes and headed straight through Beaudesert then onto Peak Crossing. If Sarge signalled a break out we missed it due to the fact we were so far behind but it was nice of them to wait for us at the right turn to Peak

Crossing. We had a short stop at Peak Crossing where Phoenix got some photos for the me & my bike page for the website.

From there it was up to Yamanto and on to the freeway down to the Logan Motorway and off at Beaudesert Road. Lucky for us Steiny knew how to get to Sarge's place because we had lost everybody. Sugar had organised a bbq and it was all there ready waiting for us. We were there for no more than 5 minutes when Barney showed up.

We all had a nice lunch and a few drinks and listened to a few yarns.

A great day spent with good friends.

Pyro



PYRO

LIGHT
'EM UP

Speeding fines and demerit points

When a vehicle is detected speeding by either a fixed or mobile speed camera (<http://www.tmr.qld.gov.au/Safety/Road-safety/Camera-Detected-Offence-Program.aspx>), an infringement notice is mailed to the registered operator of the vehicle (this also applies to a joint operator whose name is listed first on the record). This notice provides details of the alleged offence and includes a photograph.

The notice provides the registered operator with 28 days to pay the fine, elect to go to court, or nominate the driver of the vehicle. If you are the registered operator and you pay the fine, demerit points will also be accrued against your driver's licence.

Fines and demerit points for speed camera detected speeding offences are the same as for other speeding tickets.



Current penalties for speeding

- Less than 13 kilometres per hour (km/h) over the speed limit: \$146 + 1 demerit point.
- At least 13km/h but not more than 20km/h over the speed limit: \$220 + 3 demerit points.
- More than 20km/h but not more than 30km/h over the speed limit: \$366 + 4 demerit points.
- More than 30km/h but not more than 40km/h over the speed limit: \$513 + 6 demerit points.
- More than 40km/h over the speed limit: \$1026 + 8 demerit points and 6 month suspension.

Double demerit points

Double demerit points apply in Queensland to drivers and motorbike riders who commit more than 1 of the following speeding offences within a 12 month period:

Penalty set (km/h over speed limit)	First offence		Second offence (within a year)	
	Demerit point penalty	Monetary penalty	Demerit point penalty	Monetary penalty
21-30km/h	4 points	\$366	8 points	\$366
31-40km/h	6 points	\$513	12 points	\$513
41km/h and above	8 points and 6 months suspension	\$1026	16 points and 6 months suspension	\$1026

For example, if you commit a speeding offence of 25km/h over the speed limit, you will be allocated 4 demerit points for that offence. If you commit a second speeding offence of 32km/h over the speed limit within 1 year after the first offence, you will be allocated 6 demerit points for the second offence, plus an additional 6 demerit points for it being within 1 year after the first offence. You will have 16 demerit points allocated to your traffic history, which will result in a driver licence sanction.

Double demerit points

(<http://www.tmr.qld.gov.au/Licensing/Licence-demerit-points/Additional-demerit-points.aspx>) also apply if more than one seatbelt offence occurs within a 12-month period. The additional demerit point penalty will apply to driver-related offences for seatbelts.

For example, if you commit a driver seatbelt offence where you failed to wear a seatbelt, you will be allocated 3 demerit points for that offence. If you commit a second offence where you drive a vehicle while a passenger is not restrained, within 1 year after the first offence, you will be allocated 3 demerit points for the second offence. You will also receive an additional 3 demerit points for it being within 1 year after the first offence. This means you will have 9

demerit points allocated to your traffic history, which may result in a driver licence sanction.

How to pay a fine or infringement notice

For details on how to pay for a fine or traffic infringement notice please visit the Traffic fines and infringements page:

<http://www.tmr.qld.gov.au/Travel-and-transport/Traffic-infringement-notices.aspx>

Services online

<http://www.tmr.qld.gov.au/Online-services.aspx>

Pay a fine/infringement notice

<http://www.tmr.qld.gov.au/Online-services.aspx#finesandinfringements>

Related information

Traffic fines and infringements

<http://www.tmr.qld.gov.au/Travel-and-transport/Traffic-infringement-notices.aspx>

Road safety

<http://www.tmr.qld.gov.au/Safety/Road-safety.aspx>

Licence demerit points

<http://www.tmr.qld.gov.au/Licensing/Licence-demerit-points.aspx>



27th December
2013

Gasoline Alley

Hi all,

As I had a friend over from the States visiting, I suggested a ride, somewhere. When I found out Sarge was taking his Hardly down to Gasoline alley for a service I thought that was as good a place as any to start the ride. When I arrived, Sarge was already there. Soon, Jak and Grumpy turned up, closely followed by Yogi, Princess and Princess's brother on a sports bike. (at least it was a Honda) He was going home to Kilcoy and decided to ride with us on the way.



We left Gasoline alley after they gave Sarge a very nice looking Harley softail with all the trimmings. We headed out through Archerfield and straight out to Fernvale, where we all had breakfast. Yogi, Princess and Don then said their goodbyes, and we went on to Esk. Grumpy had suggested earlier that we have a look at the road that cuts off to the right and goes to Lake Perseverance and ends up just south of Crows Nest. A very nice ride around there, something we should do again. We then headed south, fuelled up, and then headed down to the pub at Murphy's Creek for a beer. It was here that the sky started to get ugly, and as we left it was just starting to drizzle. I said to all, "are we going to put our wet gear on, or just man up and go as we are?" "Naaahwe'll be right, they all say." So, there's Sarge and I, sitting in the rain, engines running, ready to go, and what are we waiting for ??? these other two wallies (Jak and Grumpy) busily donning their wet gear !....pussies

Anyway, it got heavier, but we soon ran out of the rain and back into the sunshine and heat. We decided that we would head straight for Gasoline alley for Sarge to pick up his bike. Grumpy headed off through town after he made sure I was going to escort Sarge and Jak all the way to their destination, to make sure they got there.

We had a bit of a window shop at all the new Harleys in the show room. There certainly are some expensive bike in there.

We said our goodbyes and all went our separate ways.

Another enjoyable ride with a bloody good crew.

Cheers

Steiny



North Ride

29th December
2013

G.O.B.B.
GRUMPY OLD BIKER BASTARD

Ride captain
Grumpy

Riders
Sarge, Shadow, Pyro

Guest
Kim

Tailend Charlie
Steiny and his pillion mate
from the USA Steven

arrived at the starting point and shadow was already there waiting to go. Shortly afterwards the rest of the riders turned up. Steiny said his mate Steven could be a little late as he was relying on his cousin. With five minutes to go he turned up so it was a meet and greet and away we went. It was forecast to be a very hot day so we added an extra stop in. We headed North up the freeway to Caboolture then up to Beerburrum and onto Old Gympie Road turning off to a little tea house for a refreshing drink.

After a cold drink and a chat we then went up through the Mooloolah Valley to Palmwoods and stopped at Rick's Garage for another cool brew and a look around at all the paraphernalia.



We then headed to the Pomona Hotel for lunch and some more cold beverages. By this time it was a fair bit hotter than hot and we had a long run back to the twin BP's - so out to the freeway we rode where it was like entering an oven. And speed didn't cool us any. Upon arriving at the twin BP's we didn't know whether to fuel or drink first, some refuelled and some cooled down with a cold drink or two. From here we said our goodbyes and headed for home, despite the heat we enjoyed our ride.

Cheers

Grumpy



Pyro's 3 Day Ride

1st December
2013

As the West run was cancelled for the protest ride, Phoenix and I left from home and headed straight for the Cunningham Hwy, just after Goodna the road signs were saying long delays on the Cunningham so we went around via Ma Ma Creek and Gatton Clifton Rd to Warwick.

We stopped at Ma Ma Creek for a drink and Warwick for fuel. From there we headed out the Cunningham Hwy to Inglewood and turned left for Texas. Now I would not do this again as it was long and boring. We stopped at Texas for lunch around 1.20 pm.

We took off from Texas and headed for Inverell through Ashford, the ride between Inverell and Glen Innes was a nice ride, the more I ride and see of our great land the more I want to travel around this beautiful country. We arrived at Glen Innes about 6.30 local time.

Dinner at the RSL and back for a well earned sleep. 560 km day one.

2/12/2013

Day two and after breakfast we fuel up and head for Grafton via the Gwydir Hwy, a little too cold for me and I had to stop and rug up. Two shirts a jumper and my jacket before I felt warm. We stopped along the Gwydir at the look out and wow is all I can say, wow what a view. We pulled into Grafton about 10 am and met up with some other travellers from the Gold Coast.

A bikie chic from the Cruiser club who rides a white bike with dream catchers, named Mistie.

We travelled down from there along Armidale Road and over the mountain of Clouds Creek and down into Dorrigo. We hit a lot of road works but overall it was a good run with some nice turns and great views. A little slippery in one spot but still a good overall road. Lunch in Dorrigo and then a few sights: the sky bridge and Dangar Falls.



LIGHT
'EM UP
PYRO



But after that it was all about to get good, Waterfall Way, a road like no other and a hoot still even in reverse going to Ebor. We stopped at the Ebor Falls and then headed for Guyra. Now this is where I went wrong, the road is fair but not great and it would have served better to go all the way down to Armidale and then come back up to Guyra. This road is a 70 – 80 km hr road tops.

Making it finally to Guyra we needed to stop for a coffee and scones. When a Guy in blue parked across from us and then came into where we were I thought here we go, but the owner said this bloke was a regular three times a day, didn't even say hi to us, so all good.

Guyra to Glen Innes was calm and cool, the weather was cold and the clouds gave us shade but not a drop fell on us while we were away. We got back to Glen Innes about 5.00 local time travelling about 570 km, dinner at the RSL again and another early night.

3/12/2013

Day three and time to come home, the ride up to Tenterfield was good, the road great and we made good time, after a short coffee break we headed for Drake along the Bruxner Hwy. Now here is a great road, even Phoenix could not hold back on what a great ride through to Drake it was and I second and third it. Another short break at Drake and on again. Now being me I like to go different routes and even when I have been told that the road is bad I tend to find out for myself how bad is bad.

Now take it from me that if you ever think of going up from the Bruxner to Woodenbong I say don't Don't Don't even think of it. That is by far the Worst Idea I have ever had, I know Ynot is thinking he warned me and he was 1000 % right, I think maybe 20% of that road was reasonable and the rest was 4x4 country.

We got into Woodenbong about 12.30 and bugger me I was sorry for it, I say again Ynot was right.. Shocker right. After Woodenbong we went to Rathdowney for lunch and then for home, I always like the Lindsay into Rathdowney its always good value. Phoenix and I arrived home around 4.00 pm after travelling a little over 1400 km round trip in three days, overall a good trip and I am planning the next one, OK maybe a two day is more Phoenix's style.

But I am still planning for it. The only regret was that we could not enjoy this ride with friends but I did get to enjoy it with my best friend (boy am I a suck up). Anyway I hope to see you on our next two or maybe three day adventure.

Pyro & Phoenix



For the Love of Lids

by HARLEY-DAVIDSON

You know the world has changed when the iconic American motorcycle company launches an arty helmet exhibition in a super trendy bar in the ultra-hip Sydney suburb of Newton.

The venue was Mary's, and some of the country's edgiest artists displayed their applied creativity to the open-face helmet.



At Left: Ynot models the leather look lid....



WTF?



Old school rules



A definite Samurai influence...

Steel Horses



At the December 2013 meeting, Angel suggested that we drop the newsletter altogether. From memory, some of the reasons given for dropping the newsletter were,

- Lack of interest by members,
- Members not sending contributions to the editor within the required deadlines or not at all,
- It is unnecessary because we have the website and facebook

From my conversations with a large sample of members, I have found that they do like to read the newsletter, and some have commented via email about the interesting content of some of the newsletters.

The issues concerning members not sending in contributions to the editor was discussed at length. The guidelines clearly set out the deadlines to be achieved by the various contributors in sections 16a to 16e inclusive. There are several reports that must go into the newsletter each month. These include the Founder's report, (alternating with the President's report), the President's report, the Coordinator's report, the updated ride calendar, merchandise information, and ride reports. If any member has an article of interest to members, this can also go into the newsletter.

The main problems seem to be firstly, Ride Captains not submitting their ride reports on time or sometimes not at all, and secondly no articles of interest being submitted by members.

Ride Reports

Ride Captains not submitting their reports should not be a problem. The ride report is a requirement of the

position of Ride Captain and is clearly stated in the guidelines section 22g, "Provide a written report at the completion of each ride to the Secretary for inclusion in the monthly newsletter". The report does not have to be a literary masterpiece worthy of the Nobel Prize for literature, but it should at least contain the following:

- A list of the people who attended the ride
- The main destinations of interest visited on the ride
- The approximate length of the ride

This minimum information is required by the coordinator for the purposes of; monitoring the number of rides led by the Ride Captain, monitoring the number of rides completed by prospective members and visitors, and for updating future ride calendars.

For those who like to write longer more descriptive reports, here is a chance to fulfill your desires. There is no limit to the length of a report, and for the extra long reports, they can be spread out over several newsletters. From memory, Hurricane did this when he went on his Route 66 adventure.

The issue as to who writes the report was raised at the December meeting, and it was suggested that the Ride Captain could delegate the writing of the report to a willing rider. This is possible within the guidelines. If the Ride Captain is fortunate enough to have a rider volunteer to do this good on him/her. However it is still the Ride Captain's responsibility to ensure that the report gets to the Secretary.

Articles of Interest Submitted by Members

If any member comes across an article that they think would be of interest to members and want to include it

■ **RIDE REPORTS** ■ **PRESIDENT'S REPORT** ■ **FOUNDER'S REPORT** ■ **COORDINATOR'S REPORTS**
■ **CLUB EVENTS** ■ **HUMOUR** ■ **BIKE ARTICLES** ■ **BIKE NEWS** ■ **YOUR OPINIONS** ■ **PHOTOS OF YOU**

in the newsletter they should forward it to the Secretary by the required deadline. Any member can do this. Articles of interest may include, extracts from magazines, extracts from the internet, photographs, their own opinions and observations, notes on motorcycle maintenance, customizing of motorcycles etc. etc. The editor will assist in formatting the article, and ensuring the contents comply with the standards of common decency and taste.

If the above suggestions are followed, and all members genuinely contribute and meet the deadlines, there should be no reason why the newsletter cannot be produced on time every month, and be of interest to all members and prospective members.

Place the Newsletter on the Website

Several years ago the Management Committee decided not to include the Treasurer's report and minutes of the meetings in the newsletter. This was done because the newsletter was placed on the website every month for anybody to see, and there were some things that were not for general distribution. However shortly after this decision was made, a new webmaster was appointed and for some unknown reason the newsletter was not included in the website. There is no reason why the

newsletter cannot be reintroduced onto the website and updated every month. This has in the past proved to be a valuable promotional tool for the club and it should be so again.

Conclusion

The newsletter is the official voice of the club. It allows members and prospective members to keep abreast of what is happening now and in the future. It is something that can be used to answer new and prospective members' questions. It can work in conjunction with the website as a club information dissemination and promotional tool, but it requires regular input from a variety of sources to keep it topical, current and interesting. There are many people involved in producing the newsletter, and from my observations many of the members read it every month. To abolish this communication medium that is a fundamental part of the club's democratic and transparent structure and philosophy would be a great pity.

YNOT





South Ride

5th January

Kim's Review

After the record-breaking, exhausting heat of the previous day in Brisbane (40C+++), Sunday 5th January 2014 dawned thankfully overcast, and a lot cooler!

Early on Sunday morning almost a dozen steel horses arrived at BP Yatala, some diverting to the bowzers to be topped up with their octane drug. While waiting for the 9:00am departure time, their riders fueled up with a couple of mugs of their caffeine drug. Of the dozen bikes, 3 were Goldwings! But that's OK, for as Luke Skywalker said: "You can't have too many motherships!".

One of Barney's friends, Des, came along as a visitor (he was on one of the Goldwings). 2 machines were carrying pillions. There was Sarge, Steiny, Grumpy, Pyro,

Phoenix (as Pyro's pillion), Barney and his pillion, Des (Barney's friend), Jak, Lucky, Mayhem, Ace, and myself (Kim). A good crew!

Sarge was our Ride Captain. Steiny was our tail-end-charlie. Sarge's plan was to head south-west and spend the day in the coolness of the Tamborine and Lamington mountain and rainforest areas, and then head back to BP Yatala, and end the ride where it started. We would soon learn that he had planned a very enjoyable route for us, with plenty of twisties and some absolutely spectacular scenery.

Despite black heavy clouds hanging over us for some of the morning, we didn't see any rain, and the roads stayed dry. I don't remember seeing any revolving blue lights or radar traps either.



Maybe the Guardian Bells hanging from the chassis of a few of the bikes on this run were protecting us?

We thundered off down the M1 heading south, before turning right to steer towards Binna Burra in

the Lamington National Park, where we were going to have smoko.

On the way to Binna Burra, as we rode along Beechmont Road, we stopped for a while at Rosins





Lookout (<http://tinyurl.com/RosinsLookout>). As well as being very scenic, this is a very popular spot for hang gliders, and we thought we might see some of their pilots plunge to Earth as they launched themselves and their flying machines off the cliff face! (Only kidding!!) :-) As it turned out, there were only a few gliders there, and we watched one guy very expertly launch his glider from the edge, and watched him gracefully soar away into the distance! It all looked pretty cool really; but

probably not as much fun as pushing a good bike through a set of twisties!!

While cruising along the Nerang-Murwillumbah Road, we also pulled off to visit the Hinze Dam. We thought we might have been able to motor along the top of the dam wall itself; but unfortunately that road has since been closed. So instead, and without stopping at all, we did a couple of laps of the car park outside the



restaurant on the dam's edge. [As an aside: I was in that restaurant a month or so ago, and the food was expensive, it tasted terrible, the service was hopeless, and the view was boring - so it was a good thing we didn't stop!] Anyone watching us do a few laps of their carpark would have been thinking "What the hell!!!!?". It's good to keep them guessing!! :-)

Curiously, as we motored along these roads, I noticed unusually large numbers of cyclists panting their way up the hills. A long time ago, in fact, even before Harley met Davidson, that may have been a normal activity. These days, on those blind-cornered twisting mountain roads, those guys on their push-bikes are just begging to become someone's new bonnet ornament! Eventually we headed off towards Canungra, which was going to be our much-anticipated lunch stop. We

parked outside the very pleasant "The Outpost Cafe" <http://www.theoutpostcafe.com.au/> , where everyone enjoyed refueling themselves!

Finally, we headed back towards the M1, and motored north towards our finish point at BP Yatala.

Overall, it was a terrific ride, many parts of which gave our tyres an excellent workout! My odometer said we had traveled about 170km Yatala to Yatala.

Many thanks to Sarge for planning and organising a great day!

Kim.



West Ride Report

...According
to Sarge

12th January
2014



I am doing this report under complete duress that will teach me to volunteer Pyro for a previous South ride report here goes...

We met at the usual meeting point of Maccas at Goodna and there was myself, Ynot and Jak. At about 8.50am Shadow arrived and I thought we were in for a small ride with the ride Captain missing but at 5 minutes to low and behold Steiny, Pyro, Phoenix and a guest by the name of Dave rocked up after having breakfasted at the Coffee Club. At the last minute I hear a tinny rumble (triumph sound) and in rolls Grumpy. Just kidding Grumpy the Bike sounds fine!

After a briefing from Pyro we headed WEST towards Gatton and the first stop. We arrived at Gatton incident free but Pyro then asked us if we had seen the Police Car that was following us, well I for 1 had not as I tend to sit in the middle of the pack in complete joy at riding my bike with my mates and usually oblivious to these types of events. We must have passed muster because we did not get pulled over. We went into the Hotel and ordered some drinks and we then observed another Police Car pass slowly by the Hotel and our Bikes lined up on the street. Next minute we were visited in the Bar by two officers who wanted to know if we were outlaw Bikies. I was tempted to dob Phoenix in but held my peace. When we told them we were not they left.

After this stop we mounted up and headed west towards Esk with Pyro taking us on a lovely loop around some rounds near Atkinson Dam and then around some rounds near Atkinson Dam, yes I am repeating myself because even though he was not lost I know I saw the same cows in the same paddock twice.

We arrived at Esk and Pyro decided this should be the Lunch stop so we had a very nice meal and on leaving the Pub fuelled up and headed towards split yard creek and the nice road between the Dams. It was then turn left to Mt Glorious after saying goodbye to Shadow and we stopped at the café at the top and had a coffee. After about 20 minutes we said our goodbyes and then road down Glorious and Mt Nebo and everyone branched off towards their respective destinations.

A great set of roads and excellent weather complimented the good company and well planned ride provided by Pyro.

Hope to see you all on the next 1

Sarge



The Ten Commandments

“Stay-away from that front brake or you’ll go-over the bars!” There is an abundance of information available to today’s riders, but some of it is plainly false and even harmful, like that misleading front-brake chestnut above, or the old “Lay her down!”

No, short of total brake failure when approaching a cliff or wall, you should just about never deliberately crash or otherwise abandon your motorcycle. Here is a list of 10 more things to avoid as you ride through your happy lives.

1. Morning Wood

For everyday commuters alike, there’s morning wood, afternoon wood, evening wood, midnight wood, aluminum ladders and well, you name it. If it doesn’t belong on a highway but is in fact on-the-highway, chances are hitting it will at the very least ruin your day. Road debris holds potentially deadly consequences for anyone in a car and especially those of us on two-wheels. We’ve all been pelted with small stones kicked-up by the vehicle ahead of us... imagine if that small stone was an 18” splinter... Roughly 87% of Steel Horses readership doesn’t appreciate being penetrated by morning wood. Riders should look and steer in another direction.



2. Yoga Pants

You know them, they are the things that turn our heads, and they generate second-glances, occasionally inspiring long bouts of daydreaming. Yes, we’re talking about distractions in all their glorious forms. Few things on/beside the road pose as much danger to riders as a good ol’ fashioned distraction. It doesn’t matter how narrow you think your bike is, if you are too distracted to maneuver it into that gap in the first-pace ... much like the contents of those pants, bumpers and barriers can be surprisingly firm.



3. Shiny Stuff

Vital fluids, the lifeblood of any engine, slippery... maybe even deadly when wet and laying on the road beneath your contact patches. What to do? When you see glistening areas ahead, steer to a non-shiny portion of the lane before reaching the shiny stuff. If caught by surprise, try to coast through it in a straight line. If the road and/or traffic eliminate the coast/do-nothing option, then try to slow-down as gently as you can, avoid firm/sudden control inputs, balance front/rear brake applications and ease-into those levers instead of grabbing them in a panic. With a little luck, even surprise patches of snow and ice (don’t ask!) can be negotiated provided a rider is smooth and careful with their control inputs and has enough road to allow them to coast through in a straightish line.



4. Sloppy Seconds

Following a more experienced/faster rider can, under the right circumstances, help a rider to develop their skills. However, fighting to keep a faster rider in-sight is simply a recipe for disaster. What will frequently happen is that the following rider will end-up being led into a corner faster than they are prepared to deal with it, or into a decreasing-radius corner at a speed that doesn't leave enough margin for their skill level to deal with. Hopefully, there won't be an oncoming car, semi trailer, boulder or cliff at the outside of that corner when it happens.



5. Road Kill

Many professional roadrace and Supercross stars train on road bicycles. Heck, I have nothing against them. That said, even though cyclists have just as much right to use the roads as we motorcyclists do, they are still a hazard to us (and us to them). This is especially true on tight/twisty roads with blind corners and narrow-to-non-existent shoulders.



6. Eff Me?

Eff-me? EFF ME!?!? No, farewell to you. You're a motorcyclist on an insignificant hunk of metal orbiting several larger metal objects piloted by temperamental and frequently frustrated humans. Sure, you can kick and ride, flash that bird and disappear up the road while they sit stuck in traffic. But should you? No! What you should do when confronted by another's rage is turn the other cheek and vacate the premises. Use your machine's inherent quickness and ability to occupy less space to get yourself the hell out of there. Yes, it is what Jesus would do, and it could save your life.



7. Pissing Contest

So Larry Littledick is revving the nuts off his Harley at the light ... Sammy Shitface is calling you out ... and Sally Sassypants just might let you take her for a ride but only if you can impress her with your bike riding prowess. What to do? Hell, it's a free country. Do what you want. But if what you want is a little friendly advice, we will say this: Don't listen to us, we have zero self-control. No, seriously, we'd race you in a heartbeat. We're no saints, and we're only mildly ashamed of that fact.

8. Crossing the Line

Remember that Shiny Stuff from earlier? Yeah, well it goes double for painted lines and tar snakes (black asphalt used to fill cracks in the road). Life as a motorcyclist would be grand if we only rode on approved race tracks with FIA paint lines. Those substances are super-grippy, even when wet. However, we ride in the real world and chances are that any line you encounter on your ride will offer significantly less grip than the pavement next to it. If that painted line or tar snake happens to be wet (or very hot in the case of a tar snake) then it is guaranteed to offer almost zero traction. This means about the same as antifreeze or motor oil ... DON'T TRUST IT! Try to cross the lines at an angle, as close to straight-up as you can, and by all means, relax those brakes right before you cross.



9. Lighting 'em up

This one starts out as a little fun, and frequently ends-up as a little time spent in-traction. Scraping the peg feelers can be rewarding for novice to intermediate riders that are beginning to explore the finer points of cornering. But don't get too cocky! There is a fine line between a few sparks and a whole lot of sparks, and the latter is very bad. While stock pegs and floorboards fold, eventually something hard is going to touch down, and if you don't or can't immediately lessen your lean angle, that hard part is going to start levering your rear and/or front contact patches away from the pavement. How do you know when you've reached that point? Most of the time you don't ... not until you low- or worse high-side. Pay attention kids, this one catches all sorts of riders out, myself included.

10. Riding drunk? The cops will provide the Chaser!

This one should be well and truly beaten into all of our heads by now. Drinking and riding, or otherwise riding under the influence, is just about the dumbest thing you can do on a bike. Some of you may say: "Yeah but I'll only be hurting myself" Wrong. At moderate speeds, a narrow motorcycle can simply devastate the interior of a car if it hits at the right (wrong) angle. You might even be thrown over the car entirely and assuming you are wearing gear (doubtful if you're stupid enough to drink and ride in the first place) you could even escape unscathed. Meanwhile your 4.5 + litres of tank/gasoline has just detonated inside the right-rear window, turning the incident into a horrific scene for a former family of four. Sorry to play nanny on this one, but it has to be said. A drunk motorcyclist is as much danger to the rest of society as any other drunk driver.





Rowdy Rides on



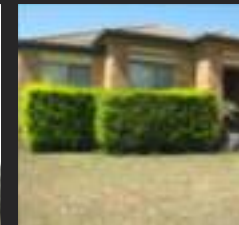
Hi EVERYONE,

WHAT CAN I SAY? I AM HUMBLLED AND FEEL VERY PRIVLAGED AT THE WELL WISHES THAT HOPE AND I HAVE RECEIVED OVER THE LAST WEEK, MY HEART FELT THANK YOU TO EACH AND EVERY ONE OF YOU FOR YOUR KIND WORDS, AND DEEDS.

SOON I WILL HAVE THE CHANCE TO THANK YOU PERSONALLY.

I AM MUCH HAPPIER NOW I'M HOME BUT STILL FEELING TIRED, LOOKING FORWARD TO CATCHING UP WITH EVERY ONE, BUT UNFORTUNATELY WILL NOT BE FOR A WHILE, BEST WISHES TO EVERY ONE, LISTEN TO GOOD ADVISE AND RIDE LONGER

ROWDY.....



THANKS TO ALL THE BOYS
IN THE CLUB
AND PARTNERS
FOR THE SUPPORT CARE
CONCERN
AND OFFERS TO HELP OUT WE
ARE BOTH INCREDIBLY TOUCHED
BY THE COMPASSION AND
KINDNESS OF YOU ALL !
"You can't keep a good man down"
in a few months rowdy will be BACK
on the KWAK doing
what he loves best riding the open
road with his Steel Horses mates!
Hopey

ROWDY UPDATE:

sorry guys, we lost power last night
in storm so i couldn't post but
GOOD NEWS ...HE IS HOME
!!!!!!!!!!!!!!!!!!!!!!!!!!!!

THANK YOU FOR ALL YOUR SUPPORT ,I
WILL BE HANDING OVER HIS FACEBOOK
PAGE TO HIM NOW [hope he doesn't have a
heart attack when he sees it and the PINK jokes
LOL} YOU'VE ALL BEEN SUCH A SUPPORT
,THANKS AGAIN...CHEERS FROM HOPEY
AKA "BOUNCY"

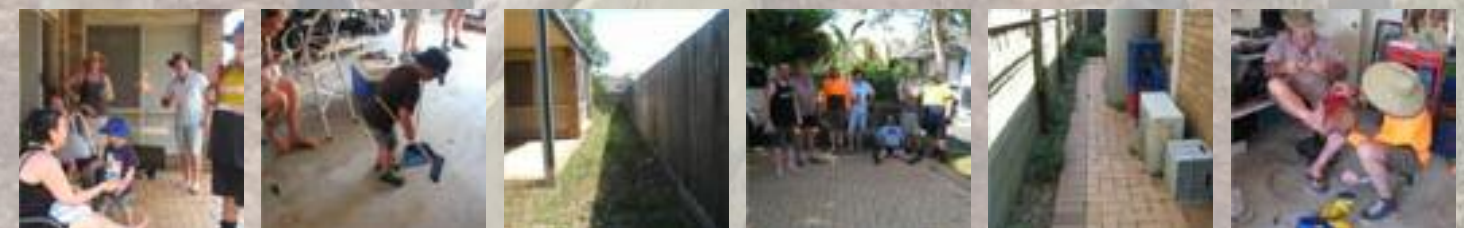
He'll be needing much rest but you're all
welcome to visit FOR BRIEF INTERVALS just
shoot us a text first CHEERS and love from
Hopey...STAY UPRIGHT! {and I'll try to}
*Giggles, HOPEY

Bill Hancock to Alec Griggs

Just wanted to thank Hopey
for making us all so welcome
today and for the goodies.

It was great to see you
at home Rowdy and here's to
you getting back to normal (??)
quickly!!

Also nice to meet some
of the other guys,
ie, Big Kev and Boots!!





**WE WANT
YOUR NEWS
BITCHES**



Event Calendar 2014

Meeting Points

South

Exit 38 Yatala

Steiney / Sarge

0419 672216 / 0417 636425

0418 692 277

North

Caltex Servo Castledine

Hurricane / Grumpy

0406 383306 / 0418 793062

West

McDonalds Goodna

Pyro

0413 905141



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.





2014 Calendar



...because we can.

February

Sun 2	West Goodna, Springfield, Greenbank, Jimboomba, Mudoolin, Tamborine, Beaudesert, Kerri, Rathdowney (Lunch) Moogara Dam, Boonah, Peaks Crossing (240Km)
Sun 9	North Carseldine, Noosaville, Brisbane via Hwy Ettamooga Pub (260km)
Sun16	South POKER RUN
Tues 18	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 23	West Rosewood, Laidley, Ma Ma Creek, Ruddis Pub (Lunch), Cambooya, Wyreema, Ma Ma Creek, Laidley, Rosewood, Amberley (310km)

March

Sun 2	North Nth Pine Dam, Bunya, Samford (282km)
Sun 9	South Mullumbimby, Montecollum, Rosebank, Channon, Koonorigan, Nimbin (for a smoke), Blue nob, Kunghur, Murwillumbah, Tweed heads, Coomera
Sun 16	West Fernvale, Esk, Hampton, Crowis Nest, Yarraman (Lunch), Blackbutt, Summerset, Mt Glorious, Mt Nebo, Gap (375km)
Tues 18	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 23	North Carseldine, Mt Glorious, Woodford, Mt Mee, Wynn Road, Nth Pine Dam - BBQ
Sun 30	South Riders Choice

April

Sun 6	West Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home (310km)
Sun13	North Cooroy, Kenilworth, Mapleton, Montville, Landsborough (254km)
Tues 15	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 20	South Yatala, Canungra, Advance Town, Murwillumbah, Yuki, Tweed Heads, Home (420km)
Sun 27	West Rosewood, Aratula, Moogerah, Cunninghamis Gap, Yangan (Lunch), Allora, Ma Ma Creek, Laidley, Amberley (374km)
IMPORTANT DATES Easter 18th – 21st Apri Day 25th April	

May

Sun 4	North Sandgate, Redcliff, Bribie Island, Donnybrook, Beerburrum. (230km)
Sun11	South Mt Tamborine, Canungra, Oriellyis, Canungra, Coomera, Yatala (150km)
Sun18	West Amberley, Rosewood, Gatton, Murphyis Creek, Hampton, Esk (lunch), Fernvale, Black soil (280Km)
Tues 20	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 25	North Riders Choice

June

Sun 1	South Mullumbimby, Montecollum, Rosebank, Channon, Koonorigan, Nimbin (for a smoke), Blue nob, Kunghur, Murwillumbah, Tweed heads, Coomera
Sun 8	West Amberley, Laidley, Ma Ma Creek, Leyburn (Lunch n̄ Shane Webke Pub), Allora, Cunninghamis Gap Aratula, Willow bank (360km)
Sun15	North Pomona, Nambour connection Rd and Steve Erwin Way, Home (255km)
Tues 17	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 22	South POKER RUN
Sun 29	West Amberley, Rosewood, Grandchester, Forrest Hill, Gatton, Esk, Atkinson Dam, Fernvale (Lunch), My Glorious, Mt Nebo, Gap (265km)

July

Sun 6	North Riders Choice
Sat 12	
Sun 13	South Christmas in July (Boots)
Tues 15	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 20	West Fernvale, Lowood, Atkinson Dam, Esk, Hampton, Murphyis Creek (Lunch), Forrest Hill, Laidley, Rosewood, Yamanto (300km)
Sun 27	North Buderim, Bli Bli, Moolah Valley, Home (310km)

IMPORTANT DATES Mother’s Day 1st May.

July

Sun 3	South Yatala, Canungra, Advance Town, Murwillumbah, Tweed Heads, Home (250km)
Sun 10	West Springfield, Greenbank, Jimboomba, Beaudesert, Kerri, Grades Creek (Lunch) Summerland Way, Moogerah, Boonah, Peaks Crossing (350km)
Sun 17	North Bald Knob, Mapleton, Noosa Heads, Mango Hill (275km)
Tues 19	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 24	South Yatala, Mt Nebo, Mt Glorious, (coffee), Fernvale (Lunch), Black soil. (Sarge)
Sun 31	West Riders Choice

September

Sun 7	North Mt Nebo, Samford, Woodford, Pea Chester, Mango Hill (260km)
Sun 14	South Beaudesert, Kerry, Rathdowney, Mt Alford, Kalbar, Roadvale, Home (224km)
Tues 16	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sat Sun	
20 & 21	West AGM Weekend away
Sun 28	North Dayboro, Maleny, Wild Horse Mountain, Mango Hill n̄ 240km

October

Sun 5	South Yatala, Beaudesert, Lions Rd to Kilcoy (Lunch), Mt Lindsay to Rathdowney, Greenbank, Home
Sun 12	West Springfield, Greenbank, Jimboomba, Mudoolin, Beaudesert, Kerry, Gradyís Creek (Lunch), Summerland Way, Boonah, Peaks Crossing (350km)
Sun 19	North Pea Chester, Kenilworth, Ridgewood, Bororen Point, Noosa Ville, Mango Hill (320km)
Tues 21	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 26	South Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home
IMPORTANT DATES Father's Day 7th September AGM 21st – 22nd September Queen's Birthday 6th October	

November

Sun 2	West
Sun 9	North Kurwongbah, Wamuran, Elimbah, Nambour, Mango Hill 9230km) (232km)
Sun 16	South Riders Choice
Tues 18	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 23	West Woolloowin, Rosewood, Moogerah, Cunninghamís Gap, Rathdowney, Boonah, Peaks Crossing (375km)
Sun 30	North Samford, Mt Nebo, Mt Coo-tha, Kahlo, Fernvale, Mt Glorious (190km)

December

Sun 7	South Yatala - BBQ Mt Coo-tha via Peaks Crossing and toll roads
Sun 14	West
Tues 16	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 21	North Petrie, Mt Mee, Woodford, Gregor Creek, Esk, Mt Glorious, Samford (265km)
Sun 28	South Beaudesert, Kerry, Rathdowney, Mt Alford, Kalbar, Roadvale, Home (224km)

January 2015

Sun 4	West Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home (lots)
Sun 11	North Around the Dams via Woodford, Esk and back over Mount Glorious Rd returning via Eatonís Crossing Rd.
Sun 18	South Riders Choice
Sun 25	West Fernvaler, Esk, Hampton, Crows Nest, Yarraman, Backbutt, Sommerset, Mt Iorious, Mt Nebo, The Gap, (375km)
IMPORTANT DATES Grandparents Day 2nd Nov Christmas day 25th Dec Boxing Day 26th Dec New Year's Eve 1st Jan	

Note from Ed

When photos are supplied for publication,
please advise the date. Cheers, Boots.
These boots weren't made for walkin'

Merchandising



MENS SHORT SLEEVE T- SHIRT:
Black Or White – Sizes S to 5XL or Yellow S to 3XL
Price \$15.00 each
MENS SINGLET:
Black & White – Sizes S to 5XL
Price \$15.00 each
UNISEX HOODED TOPS:
Black only with print on sleeve – Sizes S to 3 XL
\$50.00 each
UNISEX LONG SLEEVE T-SHIRTS:
Black, White and Navy with print on sleeve – Sizes S to 3XL
\$25.00 each
LADIES SINGLET:
Black or White only – Sizes S to XL (8 To 14)
\$15.00 each
LADIES T - SHIRT:
Black, White, Yellow, Red and Light Blue – Sizes S to 2XL (8 to 16)
\$15.00 each
LADIES V-NECK T-SHIRT:
Black, White, Red and Light Pink – Sizes S to 2XL (8 to 16)
\$15.00 each
STUBBIE COOLERS:
Fluro - Yellow, Green, Gold, Orange and Pink. **\$5.00 each**

How to wear
your patch
and insignia

