

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

February 2014

VOL 6, ISSUE 2

The Ride Captain's Authority

Ex Girlfriends Flock To See Hurricane Back in NZ



The Mystery Motorcycle

"J" Concept Bike

Nude Photo Shoot



Roll the Dice Run Was Hot!

Not Motor Biking in Vietnam

The New 2014 Honda

I'll Be A Bit Late Home For Dinner





STEEL HORSES ADDRESS

The Secretary

PO Box 372
Salisbury. Qld, 4107

Management Committee:

Founder – Sarge

Mobile: 0417 636 425
Email: sarge.45@bigpond.com

President – Grumpy

Mobile: 0418 793 062
Email:
clint.walkerden4@bigpond.com.au

Treasurer – Ynot

Mobile: 0417 758 792
Email: tw.lowe@bigpond.com

Secretary – Steiny

Mobile: 0419 672 216
Email:
grahamitzstein@optusnet.com.au

Coordinator – Sugar

Mobile: 0417 636 158
Email: sarge44@bigpond.net.au

Rider's Delegate – Jak

Mobile: 0402 263 920
Email:
paul.home@optusnet.com.au

Other Roles:

Merchandiser – Mac

Telephone: 3944 4655
Email: rg1259@gmail.com

Editor – Boots

Mobile: 0416 034 886
Email: ozcruise@bigpond.net.au

Ride Captain (South) – Sarge and Steiny

Ride Captain (North) – Grumpy and Hurricane

Ride Captain (West) - Pyro

Webbitch – Phoenix

Mobile: 0411 720 317
Email: adjohnman@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, 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

Stuff

10 New Horses

Two new bikes join the club...

15 Concept Bike

The 'J' bike....

20 The Ride Captain Authority

Ynot reviews the rules

23 The Mystery Motorcycle

Steiny hunts it down

27 The New Zealand Ride

Hurricane tells us about his run

31 Not Riding in Vietnam

Just don't do it, according to Boots

34 The New Valkyrie

The USA Report

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.

Regular Stuff

4 Grumpy's Grumble

What's on this year

6 Sugar's Sweet Stuff

Ocean Road Ride is comin' up

7 South Ride

Binna Burra and Mudgerabah

11 North Ride

Steiny's Review

19 West Ride

Pyro lights it up

25 North Ride

Hurricane's North Run

39 Event Calender

Find out where your next ride is departing from

45 Merchandising

Select your Steel Horses clobber



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

Well here we are two months into the New Year already and lots already planned for the club. By the time you see this we will have had our roll of the dice or poker run whatever so congrats to the winner. There is a rumour that Pryo is intending to do a week end away to Texas in April but this is a rumour. In July we will be having our annual Boots' Christmas at Bowraville week away ride so put your name down and beg, grovel or do what she wants so she'll let you go because last year was a hoot, just ask anyone who went.

In October we are going on the Great Ocean Road and GP at Phillip Island run so book your time off from work and you may have to use up all your brownie points for this one cause this is a trip not to be missed! This is what real hard core riding is about not your normal lazy Sunday ride through scenic groves and pristine views as we cruise along our beautiful hinterland stopping for a cold one and long lunches. This ride is the thing that will sort the men from the wannabe's but the stories will be ten times bigger, the speeds will be 20ks faster, the bends 15 degrees tighter and the fun 100 times more exciting. So for those of you that haven't been on weekend or a week away rides please do one at the very least because it will produce memories you'll never forget.

If I haven't convinced you just ask someone who has been on one. Also this year

we'll be holding our first AGM weekend away ride, this will be a ride on Saturday leaving from one of the starting points and stopping for the evening at a hotel for our AGM then leaving on Sunday for another ride ending up home. The AGM hotel will be within easy travelling distance from Brisbane so those that can't or don't want to ride on Saturday can still turn up Saturday evening and stay the night or go home. So all I can say is get out there and with your fellow club members and enjoy yourselves on the road and keep the shiny side up.

Ride a nice day

Grumpy

P.S. here is a link to 3 minutes of the 240+km ride on the Great Ocean Road
<http://youtu.be/hyHryUG4nHI>





from the Coordinator's Desk



The Report

Hi all,

I would like to thank everyone for sending in things for the newsletter. It is good to see people sending things in so we can keep the newsletter going.

Thank you to everyone that came to the Poker Run – it was a great day!

If there is anyone wanting to go on the Great Ocean Road trip away, please let me know.

Please also let me know if there are any takers for the raffle. If we don't receive any donations, we'll have to stop the raffle.

The raffle this month is donated by Sarge & Sugar.

Thank you.
Sugar

Listen up Bitches!!

Thanks also from the Ed to those who are making the effort of sending in material for the newsletter.

There is a protocol in place that if followed, will save confusion, especially on my part!

Please send ride reports and/or photos, with dates, only to Steiny. In this way we won't get double ups all over our email pages.

Special thanks to **Kim** for doing a GREAT job. My vote to him as official club photographer.



26th January '04

South Ride

I turned up at the meeting point around 8.30 and Sarge and a couple of others were already there. At first it looked like we were going to have a skeleton crew, but by the time it was 9.00 am we had Sarge, Jak, Pyro and Phoenix, Mac, Kim, Drastic and a strange visitor, BC. (He was visiting the sunshine state to remind himself of what he is missing out on.)

Because there were a lot of bikes gathering for the protest ride, Sarge suggested to me that we don't head off straight away, because we'll have half of Brisbane following us thinking we are the leaders of the protest ride. So we hung around for a while then eventually decided to hit the road.



The Sugermobile?



South Ride Report

Because I had just had new tyres fitted the day before and Kim did too, I told the crew that once we get out a bit I'll will give the signal, and everyone can go around me and we'll all meet up at the Outpost Cafe at Canungra. When I gave it , Drastic had a bit of a short spurt and then fell back into line. It started to rain slightly, so I pulled over and asked everyone if they wanted to put their wet gear on, but all decided not to. So off to Canungra. After a cool drink, a nice chat and a bit more of a shower we took off for Murwillumbah. Jak had to peel off as he had made arrangements to meet his son on the Gold Coast.

On the way I thought it might be nice to go up to Binna Burra for a look.

Now, there are some nasty rumours going around that I got lost ! and I find this most distressing and hurtful.... I might even need counselling yet.

After we doubled back out to the main road, we headed for the Advance town Hotel for lunch.

When we got there , there were literally hundreds of people there for the Rural Fire brigade fund raising day. We thought we would never get a meal, but we all got our

meal in minutes. After the guy on the PA system burst all our eardrums, we decided we would go before he did any more damage to us.

I called the ride there, as Mac, Drastic, Sarge and BC had to get home. So we said our good byes in the car park.

Pyro wanted to go and do some more twisties, (that doesn't sound like Pyro, does it ?...lol) so he led Kim and I to some nice bendy roads over a mountain that neither of us could remember the name of, but it brought us out at Mudgerabah and

onto the freeway north, where we stopped for a coffee and a nice little interlude at the big BP at Coomera, which finished the day off very nicely.

We said our goodbyes and all headed up the highway together, then off to our respective homes.

Another great days riding with the best crew you could ever hope to ride with.,

Cheers
Steiny



News on new Horses

We've all heard of the new motor bike that Ynot has now, thankfully, received. It was the editors intention to publish a little exposé on his proud purchase, complete with photos and his reaction to its performance, handling and the differences between the new horse and 'ol reliable.

As I haven't been able to get this together in time for this edition, I did find a nice pic on how Ynot's feeling at the present time. You've crossed to the Dark Side. Congratulations to Jak too, on his recent purchase! Hopefully photos will arrive..... one day.



STOP PRESS STOP PRESS STOP PRESS

This photo has just
come to hand...
Nice one Ynot



North Ride Report

9th February
2014



By the Hurricane

Ride captain
Hurricane

Riders
Stieny, Ynot, Grumpy &
Angel, Pyro, Kim, Mac, Jak

Visitors
Dave Weymark,
Neil Anstey, Robyn Anstey

I admit it! Sometimes it does rain on the North side (as those that went on this ride found out)! Even though it didn't hit us hard, there was still enough rain for us all to get wet - bugger!



Steiny's new bitch?



North Ride Report

Apart from the rainy start, this week's North Ride proved to be a fun adventure. The route for the day took us inland to our first stop in the picturesque town of Woodford. From there we set our sights on Noosa, leaving Woodford to travel through the back way along the Kilcoy-Beerwah Road before turning off onto Commissioners Flat Road. This was a new route for some and an enjoyable ride through the green farmland. After following this road for a while, we took a left and then a right onto Bald Knob Road, which took us through to the Landsborough-Maleny Road. I had planned to take 'another new route' via Brandenburg Road but realised too late that we had been there before and it was not as adventurous and novel as I'd first thought. A quick U-turn fixed that (Oops Kim) and we raced down the hill to escape the rain. Once we hit the highway, we travelled up to the Eumundi turn off and enjoyed a pleasant rest of our ride up to the Noosaville Tavern for a well-earned lunch.



There, there
sweetie...
daddy will
have you
back real soon,
I promise...



North Ride Report

Upon departing the Tavern with a full stomach and beer to wash it down, we discovered that Jak's brand new Harley would not start no matter what all the experts present tried - which included a dial-up mechanic! You can talk to Jak about the outcome of that ordeal - not a pretty sight to see your new Harley on the back of the hydro deck-bugger again!

After a quick 3 hours with the Harley we soon headed towards home, but not without a quick stop to drop Jak off at the Sunshine Plaza to catch a ride home with his beloved in a steel cage.

A big thanks to those that could stay with Jak and did. While it is great to go for a ride, it is also about the comradery and looking out for each other.

Hope you all enjoyed the ride, and here's hoping it doesn't rain next time round!

Hurricane.

I'm alright Jak!



J CONCEPT LITERALLY DEFIES DESCRIPTION



Unveiled at the Tokyo Motor Show, the Kawasaki. Is it a three-wheeler? Is it a high-performance sport bike? Either way, it looks pretty cool.

The Kawasaki J technically has three wheels, but in Sport Mode the two front wheels are pushed together, and the entire machine hunkers down to lower the center of gravity. In Comfort Mode, the stance is raised and the front wheels separate, giving the ride a more upright position that is, well, more comfortable.



Instead of handlebars, steering is accomplished with two levers, one attached to each of the front wheels. It's a decidedly Steampunk mechanism, compared to the bike's Cyberpunk styling.

In three-wheeled Comfort Mode, the J concept looks like a scooter used by mall cops in the futuristic Grid city from Tron. In maximum-attack Sport Mode, it looks completely otherworldly.

Powering the Kawasaki J is an electric motor hooked to a nickel-metal hydride (NiMH) battery pack. The packaging advantages of an electric powertrain were probably needed to accomplish the J's transformation stunt. Note that it doesn't use the lithium-ion batteries that are found in most electric cars and plug-in hybrids.

The Kawasaki J looks awesome on the show stand, and it won't be going anywhere else. Kawasaki has no plans to put it into production. That's just as well; it'll save owners from having to try to explain it to their neighbours.

West Ride Report

2nd February
2014



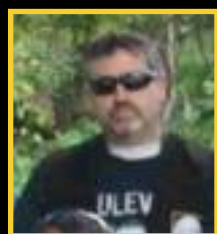
Hi all Pyro here

Sunday started like most West rides with a few clouds but mostly sunny skies. Phoenix and I met Sarge and Sugar, Steiny, Joker, Kim, Sam and Rusty at the Coffee Club for breakfast and enjoyed a few good yarns and good food before heading down to meet Lucky J, Big Kev and Ace at Maccas for a 9.15 am start. Big Kev wasn't riding with us but it was good to see him nevertheless.

After a short ride briefing we took off up the road past the Coffee Club and turned left and headed to Greenbank and Jimboomba. Sam and Rusty had commitments and left us around Springfield. We travelled through Greenbank, now travelling along this route is a little slow but well worth the view. It was about here we passed about thirty odd Harleys going the opposite way.

I thought I saw Sarge twitch and was going to follow the other crew, but alas it was all in my head.

After we passed the trailer owners we were able to open it up a little and enjoy the road, going through Jimboomba and on to Mundoolun and right to Beaudesert for a short bum rest outside the local pool.



PYRO

LIGHT
'EM UP



West Ride Report

From here we went to Kerry and around some back roads not usually seen by bikes but all good still the same.

We pulled into Rathdowney about 11.20 am for a well earned bum stop and drink. It was here that Sarge and Sugar left for home, I think I heard Sugar talking about playing on some Jungle Jim.

The rest of us turned right and headed for Moogerah Dam for lunch. At the beginning of each section of our ride I explained where we were going and what to expect, so we headed up the road for another Pyro detour around the mountain and then back to Boonah Rathdowney Road where I signalled

for anyone who would like to leave the ride to go for it. I mentioned we were going to turn after the second Maroon Dam turn off but Joker must have heard turn left at Maroon Dam cause we were all waiting for awhile at the turn and started to get worried and Kim, Ace, Lucky and us all turned around and headed back to find Joker and our Tail end Steiny, about three Ks up the road they passed us going the right way and we were back on track. At Moogerah, Joker and Steiny explained the interesting detour they made and after not finding us realized the mistake of turning left on top of the hill, this is why we mark corners and should all take note to look out for each other.

We ordered and were served very fast and the food at the Dam was great, large burgers and absolutely delicious, worth the ride out there for lunch.

From here we went to Aratula for a fuel stop and to say our goodbyes to Ace and Lucky J. They headed straight up the Cunningham while the rest of us turned right for Boonah and then left through Kalbar and onto Peaks Crossing for our last stop.

I must say that I like Jokers new bike and with a little practise he will be back to normal soon, laughing through the corners as the Joker should.

The ride finished about 3.30 pm at Peaks and we did around 340 km back to home.

Stay upright and safe, see you all on the next Pyro adventure so stay tuned for more details.



.....this is why we mark corners and should all take note to look out for each other



Ride Captains Exerting Authority

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

Ride Preparation and Ride Briefing.

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

Keeping a Following Rider in View.

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

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

conscientiously attempt to catch up when split from the group.

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

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

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

where the catch-up locations will be and re-grouping can occur.

Variety of Rider Abilities and Experience

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

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

Another issue that slows down a ride concerns the readiness of riders to start the ride, or recommence the ride after a bum break. At the start of a ride, the Ride Captain must be at the meeting point 30 mins prior to the start of the ride. This allows him/her to greet riders and visitors, allow the necessary briefing session, and sort out the details of a flexible ride, if there is one. It is the riders' responsibility to arrive at the meeting point in sufficient time to fuel- up, feed themselves, listen to the ride briefing, and carry out their own ride preparations. The group should be ready to leave at the pre-arranged time, and the Ride Captain should be prepared to enforce this. If a rider communicates that they are running late, the Ride Captain can arrange



Ride Captains Exerting Authority

to meet them at a venue along the planned route. The group should not be delayed because one person is running late.

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

Termination of Ride

Another ride issue is the termination of the ride. Riders are free to leave the ride at any time, especially if they do not have time to complete the whole ride. If a rider plans to leave the ride early, they should tell the Ride Captain of their intention, so that the group is not held up wondering what has happened to them. Those riders who wish to complete the whole ride are entitled to expect that a ride will start and finish at approximately the same place, and Ride captains will endeavour to achieve this where practical. It is understood that towards the end of a ride, riders will leave a ride as they get close to home, in order to avoid unnecessary

backtracking, but the planned end ride point should be within a reasonable distance to the starting point. We do have a tradition of saying goodbye and thank you at the end of a ride, and this is a courtesy that should be maintained. The Ride Captains put in a lot of effort in designing and conducting rides, and deserve at least a thank you at the end of the day.

We Are A Democratic Club

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

I look forward to your cooperation.

YNOT



MYSTERY MOTORCYCLE

In 1967, a plumber doing renovations of an apartment building outside Chicago tore down a brick wall and found what would prove to be a baffling mystery to vintage motorcycle enthusiasts - a one-of-a-kind motorcycle bearing 1917 plates and the name "Traub". The buildings elderly owner admitted that his son had stolen the bike before going off to WWI, never to return. But where the bike came from and who made it remains a unknown to this day.

Currently residing in the Wheels Through Time Museum in Maggie Valley, North Carolina, the Traub is considered by many to not only be the rarest motorcycle in their collection, but in the world.

The Traub was sold to Torillo Tacchi, a bicycle shop owner in Chicago after its discovery who later sold it to Bud Ekins - famous as Steve McQueens stuntman - while Ekins was on set of the Blues Brothers movie in the late 1970s. The Traub was later sold to collector and restorer, Richard Morris, who then sold it to Wheels Through Time Museum curator, Dale Walksler, in 1990. It has been on permanent display in the museum collection ever since.

Don't think this unique motorcycle is merely a museum piece though. Walksler rides the Traub fairly regularly. When asked about the engine components, he enthusiastically replied, Everything inside the engine is just magnificent.





The pistons are handmade, and have gap-less cast iron rings, the engineering and machining being simply years ahead of their time.

"When comparing other top motorcycle makes and models of the era, the Traub has no equal. Comprised of a sand-cast, hand-built, 80 cubic-inch "side valve" engine, the machine has the ability to reach speeds in excess of 85 mph with ease," says Walksler.

Aside from its few off-the-shelf components, the Traub has many unique handmade features. The three-speed transmission is thought to be one of the first of its kind and the rear brake, a dual-acting system that employs a single cam that is responsible for pushing an internal set of shoes, while pulling an external set, has never been seen on any other American motorcycle.

"For a machine to have such advanced features, unparalleled by other motorcycles of the same era, is truly outstanding," said Walksler. "It's my opinion that The Traub was an attempt at a new breed of motorcycle. But how on earth could a machine have been produced in such great form, with capabilities that far exceed that of any comparable machine, without the knowledge of the rest of the motorcycle industry during that time."

The hunt for the Traub's elusive origin hasn't stopped. "While we may never know why the machine was placed behind that wall, we do hope to one day find out more about its history and the genius that created it," said Walksler.



North Ride Report

19th January
2014



Ride captain
Hurricane

Riders
Lucky J, Fozzy, Sarge,
Stieny, Kim, Jak, Grumpy
& Angel, Barney, Ynot

Visitors
Paul Petersem,
Dave Weymark,
Tracy Surman

Yet again, a brilliant day dawned for the north ride and there was an air of excitement buzzing as the riders arrived at the meeting point.

Ten members and three visitors assembled and we were soon on the road heading north, of course.

The route for the day took us along Old Gympie Road to a carefully calculated turn off towards Woodford (actually I got lost), however we were soon cruising the rolling hills and highways heading the back way up to Maleny and our first stop at the Maleny pub, a true and tried watering hole.



North Ride Report

We then did the ridge run through Montville and down the step hill to Nambour, across the highway and then up to Buderim to the Buderim Hotel for lunch. I am sure some of you wondered where I was going, but be assured I had supreme confidence (thank God I found it!). After a delightful lunch and a group photo, Oooh and thanks to Sarge for convincing the bar manager we were not Bikies! We took off down the hill to the Bruce highway towards home.



We had said our good byes after lunch so we turned off at Landsborough to avoid the highway, then took Old Gympie Road again for a pleasant cruise back to town.

A good day, a good ride with a good bunch of people.



NZ

January 2014

by Hurricane

Ride Report

This is a story about a family trip to NZ that I thought I would share with you.

This Christmas the Hurricane family decided to head to NZ for a bit of holiday bonding with the 'whanau' (family). The get together had been suggested a couple of years earlier by my daughter and everyone had remained enthusiastic - so much so that a niece even returned from overseas for the big event.

I come from a family of three sisters and a younger brother who have all now 'matured'. It seems we now share a new common bond, MOTOR BIKES! Two of my three sisters and my brother are all avid motorcyclists. Even my nephew

and brother-in-law are in the mix. With such a big spread out all over the South Island of NZ, we decided to get together at one of my sister's place for Christmas. And so began the six hour ride north from Christchurch to a little town called Motueka.

After dragging all my gear from Aussie, I soon justified my packing for all seasons when I arrived in a very chilly Christchurch. In fact, I was surprised at how cold it was considering it was supposed to be the middle of summer. After a day in Christchurch seeing the earthquake devastation, we donned the winter woollies to begin our journey north to Motueka. I had arranged the loan of a bike from a friend





who I did Route 66 with for the trip. It was a Triumph 900, and it was like riding a toy compared to the mighty Boulevard, but I couldn't complain.

We left Christchurch a couple of days before Christmas and the temperature hadn't warmed up - just as well I packed the long johns. Three bikes left the garden city, my eldest sister Janet on her Triumph America, my nephew on his Suzuki something or rather? and myself. My sister, the one who lives in Motueka, arranged to meet us a couple of hours into our journey and ride the rest of the way to her house.

The road we travelled on north took us through several small towns surrounded by vineyards and beautiful green pastures set against the back drop of the Southern Alps. Our first stop was a small town where my sister was to drop off her two dogs at the kennels. Just in case you are wondering, we didn't have them on the bikes with us, there were following with the rest of the clan in a steel cage. No sooner had we arrived there, I found myself in a trendy little café ordering a mug of coffee and some hot chips- this was to set the tone for the rest of the trip.

The highway north follows the east coastline before crossing over the top of the South Island then past the city of Nelson and onto Motueka. It is a fantastic ride and I keep thinking how much you would all have enjoyed it. On one side of you, you have the crystal blue sea and picturesque coastline, and on the other you have the majestic Southern Alps. Those Alps are 'real' mountains- not like the big hills you have here.

I was amazed to see that there were vineyards all the way up the coast; certainly an increase since the last time I travelled this route. If we weren't looking at vineyards and grazing land that had the greenest grass you have ever seen, we were staring out at the ocean with the smell of the salt air wafting in the breeze...or had our eyes on the road, of course.

A couple of hours into the trip we stopped again at a coffee shop just outside a town called Kaikoura.

The coffee shop looked out over the ocean and you could feel the sea spray on your face. To my amazement the whanau in the steel cages had beaten us there! We thought we were well ahead of them? Anyway, in keeping with the theme of the trip we settled in for coffee and food.

After more meaningful discussions we were off again, following the same road which twists and winds along the coast line, takes you through tunnels in the side of a mountain face and at times comes so close to the ocean that I was sure a wave was going to come over me. Later my daughter asked me if I had seen the seals sunbathing on the



rocks, but I hadn't as I was too busy concentrating.

The traffic was reasonably heavy at this stage and there were heaps of tourists in motor homes driving at 20km/h to admire the beautiful scenery. I recall being in a line of cars that must have been 2km long and stuck behind one campervan, which I decided to overtake it in frustration. When I pulled back in I saw a cop car coming the other way and I immediately thought I was a goner as I had probably hit 140km. He didn't turn around and I breathed a sigh of relief! However it was short lived, as in the distance I saw another cop parked on the side of the road and he was getting out of his car. As I approached, I was waiting for the hand signal to pull over, but to my amazement he ignored me. As I passed him I saw him pull over the traffic-jamming campervan - I presumed they were working together to get the campervan off the road to relieve the traffic congestion. Thank god for tourists in campervans!

Back on the road and once you get a little further north to the Marlborough/Nelson region, you really are in wine country. Some of the best wines in the world are produced in these parts, including well known names like Montana and Allan Scott. After a breath taking ride through the Rye Valley we arrived at.... yes you guessed it... at another café! This one was located in a town called Havelock,

which is set in the picturesque Marlborough Sounds.

We rendezvoused here with my middle sister who had ridden down from Motueka and after one more coffee (actually I didn't have one) we continued our journey north past Nelson and around the beautiful Tasman Bay until we reached our destination. My sister has a beautiful house overlooking Tasman Bay and it is surrounded on all



sides by vineyards and apple orchards. I was very envious!

After a long day of riding we settled in for the night, as it was Christmas Eve the next day and we needed to practice (our drinking) before then. As you can tell from our coffee stops, I come from a family that knows how to eat, drink and party.

Christmas day was soon upon us and we four bikers were very excited, as we planned to travel inland to meet my young brother, Greg, who was travelling up from my home town of Hokitika after finishing a night shift. Greg had brought himself a Triumph Storm and I was keen to see it or, should I say, get a hold of it.

This time my brother-in-law Terry joined us. He has a Hayabusa and I soon learned he has not curbed his appetite for speed. Although we were supposed to be travelling together, we only saw Terry once at the start and not again until we arrived at the rendezvous point. From then on we had a standing joke where we would quote Terry and say "let's go for a ride, see you there!"

That reminds me, I must tell you a little story about this ride. After meeting Greg, we headed back to Motueka following my nephew, Scott, and of course Terry who was nowhere to be seen. We were doing about 140km and I figured that Terry would take the hit if there were any cops on the road, as

it was Christmas day. As I was thinking this my sister, who was the last rider, came flying past me as if I was standing still. I thought to myself- "Oh my God! Go Janet!" Later she tried to down play her speed, but I reckon she was well in excess of 160km. The reason for her speed you might ask? Allegedly she wanted to hear my brothers bike as he had new custom pipes fitted - and that is my defence your honour!

Over the next week, we couldn't keep off the bikes and did a few day trips while we were up there; it is some of the best bike country in NZ and easily matches anything here in Aus.

But soon enough, our week in Motueka was over and it was time to get back on the bikes and head home to Christchurch. On our return trip we took the inland route through the Southern Alps, and, as it had warmed up a bit, I didn't need the long johns this time. There were three of us on bikes and the rest were in cars. We played cat and mouse all the way back to Christchurch, and it was a lot of fun toying with the steel cages. The inland route winds its way through the mountains and the road is often covered over by alpine trees that make it seem as though you are in a tunnel - truly beautiful.

Once you get out of the mountains you are on the north Canterbury plains, which consist of rich farmland, rolling hills and of course more vine yards. We struck a bit of rain at the end of that ride but it didn't matter as nothing could have dampened such a great trip.

If you ever get a chance to tour NZ, especially the South Island, I thoroughly recommend it. It is some of the best biking country in the world; I think I appreciate it more when I return than I ever did while I lived there.

We had a great couple of weeks with the extended family (whanau) and everyone was keen to be part of everything, we had a bit of a joke that everyone had FOMO which stands for 'Fear Of Missing Out'.

I hope you enjoyed my story and if you want to know more you know who to ask.

Hurricane.





Vietnam Ride Report

January 2014

by Boots



No, not a protest ride, this is just the norm, every day.



Cu Chi welcoming mat for American soldiers. Actually called a 'window trap', any effort to escape made it worse for the unfortunate captive

We spent two weeks away over January, travelling from the south to north of Vietnam, meeting up with 6 friends in Ho Chi Minh city, we spent most of our time doing the usual tourist stuff.

Temples, shopping, visits to markets gardens, shopping, rice paddy's, shopping, the zoo....

Our trip to the Cu Chi Tunnels, where the Vietnamese battled the USA truly were amazing. I never realised that it was the French who had started these back in the 1940's during their occupation and they were all dug by hand with very simple tools. At the height of the Vietnam conflict, this complex system of secret underground tunnels sprawled from Cu Chi Province to the edge of Saigon. They were expanded during the Vietnam War in the 1960s to provide refuge and a defensive advantage over the American soldiers. Despite all the bombings in their town, the Cu Chi people were able to continue their lives beneath the soil, where they slept, ate, planned attacks, healed their sick, and taught their young. Some even wed and gave birth underground, but over 10,000 lost their lives here.

There was a section where we were encouraged to duck waddle through to get an idea of how it felt, but this section of the tunnel was specially widened to allow the tall and overweight white folk access.

The first thing that hits you in the face anywhere in Vietnam



"Please buy bike and I love you for long time"

is the amount of motor scooters and bikes.

I've been to some of the major cities around the globe and the traffic there was a Sunday drive compared to Hanoi.



A bike show in Hanoi, NOT put on by the Vietnam Vets. Scooters only.

The first lesson to survive as a pedestrian is too realise that no bastard stops!

Red lights mean absolutely nothing, every one just goes right on through. Pedestrian crossings are purely for decoration. Step out with confidence on one of these babies and, oh, you'll die!



Only our size 8 friend could fit into the original tunnel...



Dads turn to drop the kids off at school.

In this city of over 8 million people, it is said that the number of motorbikes currently on the road is in the region of 4,000,000, with 1300 more being added each day. Wholly crap!

Second lesson, they ride/drive on the other side of the road. An important lesson when you're getting out of a cab.

So, by comparison, the number of cars is way, way less. They're very expensive and on the average salary of \$60.00 a month, are not in reach of most Vietnamese.

The bikes are used for everything. They are the family transport, are used for shopping, taking the kids to school or for the family night out. The teenagers borrow them for taking out prospective shags.... er, dates.

They're also business vehicles, used for goods delivery by any business you can think of.

I watched an old lady rock up on her motor scooter while I was at a local street coffee shop. She did 4 trips from her bike to the shop carrying sacks of coal. I seriously thought about helping the poor old dear, but I probably would have got into trouble. You know what the bloody unions are like.



Great for the tourists, the rickshaws are another commonly used mode of transport, used by the locals too. Note that these passengers are smiling and jovial. This changed significantly into a genuine terror, once they started moving into the traffic.

It is reported that there are 11,000 motorcycle related deaths per year in Vietnam. If you're in the city in an ambulance suffering a coronary, you'll probably be added to this statistic. With you in the back of the ambo, siren wailing, the traffic does not move out of the way. You'll surely die.



No one wears eye protection ... they just squint. Mmm. When it rains, out comes the rain coats, most of which cover the bike too, with a plastic insert allowing the headlight to be used in the evenings.

The Vietnamese will eat everything that moves. Seriously, they eat anything. I saw cooked dog being sold on the roadside, our tour guide told me how to prepare rat correctly. Always use hot water to remove the hair, discard the legs and voila!



My all time favourite, ice cream made from sheep



Fortunately, public loos are everywhere.



Road crowded?, just use the foot path.



2014 HONDA VALKYRIE FIRST LOOK

It hasn't been lost on the Honda faithful that the company has been without a truly large-displacement cruiser since the VTX1800 line was last sold in 2008, the year of the big financial downturn. Although Honda followed this with a renewed effort to get new riders on affordable, easy-to-ride motorcycles such as the NC700X, the CBR250R and the trio of new 500s, Big Red has always been considered a technology company with an emphasis on high-performance products. And its flagship platform, to many, has been the Gold Wing with its flat-6 engine.

Honda's interpretation of a bagger, the F6B, was a sign of things to come, although most of us missed the clue. So, when Honda unveiled the brand-new Valkyrie to the press at a special event at the Petersen Automotive Museum in Los Angeles, there was a collective sigh as journalists realized the writing was on the wall all along.

The original Valkyrie was produced from 1996 to 2003 and was powered by the previous 1520cc version of Honda's flat-6 engine. Over the years, this Gold Wing spinoff became a cult classic in its own right. In 2004, Honda produced the shocking—at the time—Valkyrie Rune, which was released in very limited numbers for just one model year. Looking back at photos of the Rune now, the bike isn't too far removed from Honda's latest iteration a decade later.



Honda wanted to get back into the heavyweight cruiser category, but, as with the F6B, wanted to do it its own way. Honda took the latest version the 1832cc liquid-cooled horizontally opposed six-cylinder engine and stuffed it into an all-new aluminum twin-spar frame. The last F6 we had on the Cycle World dyno spun the drum to the tune of 104 horsepower and 110 pound-feet of peak torque. Impressive numbers, but the new Valkyrie has a claimed curb weight of only 750 pounds. That undercuts the Gold Wing by 150 pounds and the F6B by 92.

In short, we can expect some serious acceleration from the Valkyrie, which also has the same gearing as the Gold Wing and F6B.

Like the Rune before it, the 2014 Honda Valkyrie features a single-sided swingarm. Out back is an 180/55R-17 tire, while a 130/60R-19 resides up front. Twin 310mm front discs are clamped by a pair of four-piston calipers; a huge 316mm disc with a three-piston caliper is on duty in back. ABS is optional. The seat, only 28.8 inches off the pavement, looks well padded and comfortable, while the passenger seat and grab rails can be easily removed for a clean rear fender.

Styling is modern in every way, from the LED headlight, taillight, and turn signals to the fully digital LCD instrumentation console. Two windscreens (one short, one tall), saddlebags, LED foglights, a backrest, a rear carrier rack and a leather touring bag highlight a wide range of accessories.

The Valkyrie will be available in April of 2014 in Black, Dark Red Metallic, or the Blue Metallic pictured here. Pricing has not been set but Honda hopes to keep it around \$17,000 for the non-ABS model. A press introduction is planned for early in 2014, so stay tuned for more.

ENGINE TYPE	1832cc liquid-cooled horizontally opposed six-cylinder
BORE & STROKE	74.0mm x 71.0mm
COMPRESSION RATIO	9.8:1
VALVE TRAIN	SOHC; two valves per cylinder
INDUCTION	PGM-FI
IGNITION	computer-controlled digital with 3-D mapping
TRANSMISSION	five-speed
FINAL DRIVE	shaft
FRONT SUSPENSION	45mm cartridge fork
REAR SUSPENSION	Pro-Arm single side swingarm with Pro-Link rear single shock with hydraulic spring preload
FRONT BRAKES	dual 310mm front discs (optional ABS)
REAR BRAKES	single 316mm rear disc (optional ABS)
WHEELBASE	67.2 in.
RAKE (CASTER ANGLE)	29° 50'
TRAIL	114mm (4.5 in.)
SEAT HEIGHT	28.8 in.
FUEL CAPACITY	6.1 gal.
ESTIMATED FUEL ECONOMY	TBD
COLORS	Black, Dark Red Metallic, Blue Metallic
CLAIMED CURB WEIGHT	750 lb. (Valkyrie) / 754 lb. (Valkyrie ABS)



THE STEEL HORSES POKER RUN



February 16
2014

by Sarge

The day started out well with a whole bunch of Steel Horses meeting at Yatala ready to rock and ROLL, Get it ROLL as in roll the dice!

Even young Scouse arrived well before 9am which really threw me but I was very happy to see him make such a big effort. In addition to Scouse we had Mayhem, Mac, Ynot, Grumpy, Phoenix and Pyro, Steiny, Boots, Barney, Fozzy (start only), Jak, Specs, Yogi, Kim and Sugar and I.=

After a magnificent speech by me as the ride Captain we all jumped on our various bikes and headed of towards Jacobs Well, The ride to Jacobs Well and back to the M# was pleasant and uneventful. This road has been resurfaced in parts but some of the corners can still give ya a fright if you enter them to fast.

We reentered the M! at Oxenford and headed down the freeway towards Brisbane. Traffic was light and the sky was clear and sunny. We stayed on or below the speed limit so that our day would not be interrupted by any issue with speed cameras or police and we made the Turbot street exit about 10.15am. As we headed past the City and into the Valley the crowd behind me must have gotten restless as I was passed by multiple Bikes on multiple occasions all the way to the Hamilton Hotel on Kingsford Smith drive. Very naughty I thought but gee we made it through the city and Valley smoothly and quickly.

The Hamilton was very nice with good air-conditioning and cold drinks that were very welcome as the heat of the day was starting to rise and we were

beginning to feel the effects. Everyone rolled their respective numbers with the dice and sugar dutifully recorded the results with the help of Phoenix. Barney then presented Sugar with a balloon that she though was wonderful until I told her it was not in fact a balloon but something else. Her face went bright red but she did not drop the Balloon, Hmmmmmm. Refer Photo.

We went to the Hamo as the Brekky Creek would not allow us to wear our vests something about scaring the families at the hotel with our big bad biker attitude and look. The Hamo was much more welcoming and less bigoted.

As time was moving on we left the Hamo and went back through the Valley and City and onto Coronation Drive. From there up to Mt Coo-tha lookout

and another roll of the dice. Numbers dutifully recorded it was off out to peak crossing via the Western motorway and Lunch. A final roll of the numbers and the winner was declared as Scouse with Ynot bring up the rear with worst score. On the way to Peak Crossing we passed 2 roadside breath test station and were very fortunate not to get pulled over for a test as the heat was appalling and the delay would have been most unwelcome.

See ya on one in the future

Sarge

Not happy Sarge!



HOW TO FENG SHUI YOUR MOTORCYCLE

Cleanse your Garage/Temple and the motorcycle of all physical, mental, emotional and spiritual distractions and negative influences (take the beer cans to the recycling bin and shovel out a place in the middle to work on the bike; hose the bike off).

Assemble the materials that will provide positive Qi (pronounced, "Chee") to your motorcycle (rags, wrenches, air gauge, some sort of air pump or compressor, oil, oil filter, brake fluid, the proper antifreeze, fork oil, chain wax) and the book of guidance (owners manual). If you're really anal you can also include wax and chrome polish and that sort of thing. I personally get by nicely with a snappy new can of flat black spray paint.

Prepare yourself physically and spiritually for the ceremony by donning flowing clothes and hydrating yourself for a period of one hour before actually entering the Garage/Temple to begin the ritual. (jeans, t-shirt, tennis shoes and beer work well).

Prepare the auditory atmosphere by playing music by any foreigner that has a name that looks like it would sound like an arm load of scrap metal hitting a concrete floor. (Or ZZ Top is cool).

Stay hydrated (this is important to flush toxins from the body).

Change the oil, filter, check the fluids and top them off, air up the tyres/forks, polish the bike (if you're into that sort of thing) make sure the lights work and then crack open another can.

Expel toxins, hydrate, repeat, turn up the music, step in the oil drain pan and track it into the bathroom.

Meditate on the sofa until that high pitched noise on the TV wakes you up.



Event Calendar 2014

Meeting Points

South

Exit 38 Yatala

Steiny / 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



What really goes on at the photo shoots?

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, Crowís 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, Cunninghamís 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, Oriellyís, Canungra, Coomera, Yatala (150km)
Sun18	West Amberley, Rosewood, Gatton, Murphyís 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 ñ Shane Webke Pub), Allora, Cunninghamís 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, Murphyís 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 - 240km

THE CLUB WEBSITE IS AT:

steelhorses.com.au

(steel horses dot com)



Damn, in the shadows, again

Bourbon. Anyone got bourbon? Anyone??

...thought this club was about naked bikes...

That's really cute!

Geez Jak, that's huge!

Thanks mate, nice bow tie by the way.

I swear guys, it's the cold weather

Bollocks!

I asked for a fuck'n step ladder, the president should be tallest!

I'm doin my "cute look", mum will be so proud...

Wow! She's a gorgeous photographer! If I let go of my helmet, it'll probably stay there.

My next ride will be to Sydney and back. The boys should be pretty happy with that.

Hey, I was supposed to be doin' this shoot

Nice bike, wish I had one

No one will recognise me in these cool shades

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

