

# The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

March 2014

VOL 6, ISSUE 3

**Updated  
Calendar**

**Show Us The  
Evidence.**

**"Innocent Until  
Proven Guilty"... apparently**

**Lane Filtering  
Now Legal  
... in NSW**

**Who are you?  
Steiny In the  
Spot Light...**

**NEW REGULAR FEATURE!**

**Steel Horses Filly  
of the Month**

**Club  
Meetings**

**R.I.P  
Shadow**

**REVEALED!**



**2014 Harley Davidson  
Street 500  
and Street 750**







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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.

March 2014

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

## 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.



# Grumpy's Grumble



## The President's Report



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

Hi all. Another month gone and it's starting to cool down so that means better riding weather so hope to see you out there. A while ago there was some talk about how some of us have a bell on our bikes; it's known as a gremlin bell or a ride bell. So I thought I would share the story of the bell with you all. This was taken from a biker site on the web. The story is the same as the one you receive when you get a bell.

And note: the bell is stronger if it's given to you by someone.

### LEGEND OF THE RIDE BELL

Many years ago, on a cold December night, an old greybeard biker was returning from a trip to Mexico with his saddlebags filled with toys and other assorted trinkets for the kids at a group home near where he worked.

As he rode along that night, he thought about how lucky he had been in life, having a loving riding partner that understood his need to roam the highways and about his trusty old bike that hadn't let him down once in the many years they had shared the road together.

About 50 miles north of the border, in the high desert, lurked a small group of notorious little critters known as Road Gremlins. You know, the ones who always leave little obstacles like one shoe, boards and pieces of old tires on the road and also dig those dreaded potholes for bikers to run over and crash, thus giving the Road Gremlins a chance to rejoice over their acts of evil.

As the old greybeard rounded a curve that moonlit night, the gremlins ambushed him, causing him to crash to the asphalt and skid before coming to a stop next to one of his saddlebags that had broken free. As he lay there, unable to move, the Road Gremlins made their way towards him. The greybeard, not being one to give up, started throwing things at the gremlins as they approached him. Finally, with nothing else to throw but a bell, he started ringing it in the hopes of scaring off the dirty little gremlins.

About a half mile away, camped in the desert, were two bikers sitting around the campfire talking about

their day's ride and the freedom of the wind blowing in their faces as they rode across this vast country. In the stillness of the night air, they heard what sounded to them like church bells ringing and upon investigating, found the old biker lying along the roadside with the gremlins about to get him. Needless to say, being a part of the biker Brotherhood, they proceeded to ward off the gremlins until the last of them ran off into the night.

Being grateful to the two bikers, the old greybeard offered to pay them for their help, but as all true bikers do, they refused to accept any type of payment from him. Not being one to let a good deed go unnoticed, the greybeard cut two pieces of leather from his saddlebag tassels and tied a bell to each one. He then placed them on each of the bikers' motorcycles, as near to the ground as possible. The tired, old road warrior then told the two travellers that with those bells placed on their bikes, they would be protected from the Road Gremlins and that if ever in trouble, just ring the bell and a fellow biker will come to their aid.

So, whenever you see a biker with a bell, you know that he has been blessed with the most important thing in life...friendship from a fellow biker.

Ride A Nice Day

Grumpy.







## from the Coordinator's Desk

The



Report

Hi all,

**Just a reminder about the North ride BBQ on the 23rd of March.**

Please let Hurricane know if you're going ASAP because of the catering.

I want to know numbers for the Great Ocean Road Trip in October, so that we can discuss motel or camping requirements & so that I can look into getting a discount for the booking.

I would like numbers for the AGM & deposits of \$10.00 for each member so I know that you are definitely coming to get the discount of accommodation.

I would also know to know which room type is preferred – single or double.

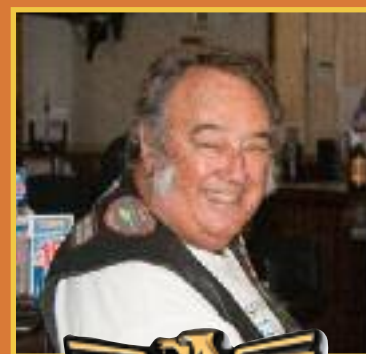
The raffle this month is donated by Boots & Lace.

Anyone with social events please let me know.

Hope to see you all at the meeting!

Bye for now,

Sugar



9th March '04



## South Ride

**W**hen I got out of bed and looked at the sky, I though this isn't going to be much chop, but as the morning progressed it started to look all right. When I got to the BP Yatala, there was already a few starters there, sipping on coffee and other assorted goodies.

We ended up with.

Hurricane  
Jak  
Boots  
Grumpy  
Kim  
Pyro  
Phoenix...and Harley  
Sarge  
Ynot

We decided to head out to Beaudesert for our first bum rest and then on to Rathdowney. However, getting out of Beaudesert was one hell of a mission. I don't know how many times i took a wrong turn and If it wasn't for pyro sorting me out we would probably still be there wandering aimlessly around the township. I think it was having our bum rest opposite the pool instead of our usual stop at the servo that threw me off. Sarge has had a crook back all week and Sugar is crook as a chook with some sort of virus, so Sarge said an early farewell at Beaudesert.



Anyway, we headed out towards Rathdowney, eventually, and I signalled a "leave the ride" wave and the boys were off, leaving me, pyro/phoenix, Kim/Harley and Ynot at the rear. Pyro decided he would put his wet gear on as the weather in front of us started to look very ugly. Ynot decided to do a u-bolt for home. He wasn't too fussed on riding to Kyogle in that weather and I didn't blame him. By the time we had put our gear on and headed off, we started to run into some reasonably heavy showers and low and behold we saw the rest of the crew heading back towards us.

So we found a suitable place to turn around and headed back towards Rathdowney where we met the rest of the guys at the pub.

Over a beer, we decided to head to Moogara Dam for lunch as that was heading away from the rain, at least.

Remembering an article from Ynot in one of our Newsletters about Ride Captains exerting their

authority, I took it upon myself to authorise Pyro to lead the ride to our lunch destination as I'm hopeless remembering how the hell you get there from Rathdowney.

After quite a nice rain free ride to the dam and a lovely lunch, it then decided to rain, but it was only short lived and then we were off to Peaks crossing pub for a beer and to say our good byes. We stayed together til Yamanto and Harley continued doing a bit more videoing, as he had been doing throughout the day, then we waved our farewells and headed for our respective homes.

A big thanks to Pyro for pulling me out of the you know what.

Another great day riding with a really top notch crew

Cheers

Steiny



# STEELHORSES BBQ

## Sunday the 23rd of March

**Yes this month!!!!**

**The BBQ will be at the NORTH PINE dam  
and you don't have to bring anything. It will be supplied and there  
will be a small charge for the food and drink you eat!!!**

**There will be a ride on and we can meet  
the non riders there, it is all too easy...**



**the location is at the end of Protheroe Road  
[www.prfma.com.au/lakesamsonvale.html](http://www.prfma.com.au/lakesamsonvale.html)**





# IN THE SPOT LIGHT

So we all love to ride.

And given the opportunity, we've all got plenty of tales to tell.

We know your handle, we know your bike and maybe that's all you want us to know.

That's cool. Don't read any further if this is you.

"In the Spotlight" will be a new regular feature created by YOU and tells us YOUR bit of history.

It would be interesting for us to know how you got into the bike scene. When you started and what you so proudly purchased as your first freedom machine. Give us the low down in YOUR story!

You don't need to be a journalistic super maestro to do this, just send in your own words, find some pics or I'll find them on the web for inclusion.

Not you're sure where to start?

I volunteered Steiny to kick this off, so this is the style, happy reading and let's hear YOUR most interesting history!

## OVERVIEW

Handle: *Steiny*

My first ride on a motorbike was in : *circa 1964*

on a : *Honda 50cc postie bike .. I think*

My first bike was a : *BSA 250cc single cylinder*

purchased in : *1965 - 66*

Since then I've owned a :

*Gold Flash BSA 650*

*Kawasaki 400*

*Yamaha AG 200*

*Suzuki GS 1000S*

*08 Boulevard C50*

*06 Goldwing 1800*

I've come off about *3 or times* in *?* years

Motorbike Clubs I've been in:

*Kobbers Kruiser Klub*

My dream bike would be : *the one I'm riding*

However, next bike will probably be a : *There is no way I could improve on what I have now*

*Why do I ride: Because I simply love it! there are better and faster riders around than me. What I enjoy most is the crew that I ride with now. The Club. You just couldn't get a better bunch of people, and I really mean that*





# Steiny's history on bikes



BSA 25cc

**M**y riding story basically started in the mid 60's, in the middle of a big drought. My old man was managing a sheep and cattle property, "White Water" station about 30 km east of a town called Wyandra. Wyandra is about half way between Charleville and Cunnamulla, in western Queensland. My mate and I had gotten sick of retail butchering, and after a stint in a few meatworks in Brisbane as

boners and slicers, we decided to head west. Our intention was to go professional roo shooting on the property dad was managing and on the neighbouring properties in the general area. Roos were in plague proportions at the time, and as we were only 17 or 18 year olds, without a debt or a care in the world, it didn't take much to keep us happy.

When we got tired of shooting,

we spent a lot of our time mustering sheep for shearing, crutching, drenching etc. and this is where the motorbike came in. My mate and brother loved riding horses. I hated it, so I got to ride the big motorbike while mustering. A big Honda 50 cc postie bike, from memory. I spent more time pushing the bloody thing around logs and over bore drains than I did riding it. But as far as I was concerned, that was better than riding a



BSA Goldflash 650cc



Kawasaki 400cc



Yamaha AG 200cc



Suzuki GS 1000s

bloody horse.

I remember when dad first got the bike for the station, we had to pick it up from Charleville. So we all piled into the Datsun Ute and went to get it. At some point we decided to "run it in" and took turns riding it all the way home to the station. About 110 km or so. doesn't sound like much of a ride now, but bearing in mind it was all dirt road then, with lots of patches of corrugation, and long patches of

sand and gravel. Needless to say, we left a bit of red paint here and there along the way, as well as a bit of skin.

Some time later, I was shooting out of a camp on a neighbouring property and I needed a vehicle to get to and from the station to the camp. somehow I got onto a 250 cc BSA single cylinder. Imagine what a step up I thought that was, from a 50 cc to a 250 cc. It was a noisy bloody thing and somehow the battery charging set

up on it stopped working and I ended up with a car battery tied on to the pillion area of the bike, and had to keep charging it up with a battery charger. Apart from getting battery acid splashed on by clacker from time to time, and the resulting burning sensation that went with it, it worked ok.

Then came the Gold flash BSA. 650 cc bored out to a 720 cc. (That's what the guy told me anyway). it went all right for a while. It was a bit big for riding around the paddocks, so I mainly restricted the riding of that to tearing up and down the air strip on the station. (in those days, lots of stations had light air craft to muster with, in conjunction with trail bikes and horsemen, and they made their air strips out of crushed ant beds, because they packed down hard, and were reasonably impervious to damage from rain, when it came.) The Gold flash was going ok until one day, after I had just finished a squirt around the air strip a few times



08 Boulevard C50





'06 Goldwing

and rode it back to the homestead. I was about to wheel it back into the saddle shed where it lived, and I thought I'd just start it up again and give the engine a bit of a rap. Well, I heard this very ugly rattling noise and it just cut out. After that, I never heard it running again, and that was the last BSA I ever had.

As time went on bikes started to get a bit better. By this time, Dad had bought the butcher shop in Wyandra, and with it came the right to run cattle and sheep on the "common". In country towns, when you are a local, you are allowed to run stock on the

government land on which the town is built. It's a bit complicated, but, every now and then the locals have a common muster. That is, everyone pitches in and they all muster the "common." (everyone owns it). The stock yards are basically right beside the town and we muster all the sheep to the stock yards where they are drafted (sorted out) and everyone gets the chance to check out their stock so they can ear mark their own stuff to maintain their ownership.

It was just after one of these musters, where we were all tearing around the place

chasing breakaways, broadsiding and carrying on, and then, after all the sheep were in the yards, we headed on over to the pub for a drink (under age, unregistered bikes, and having a drink with the local cop....sigh... those were the days), that I said to John, the local cop, "any chance of getting my bike license while I'm here mate?" he said, "yeah Graham, no worries". I said "Do you want me to take you for a squirt around the paddock first?" he said, "F%#K off, just come down to the station and I'll write it out for you" and that, ladies and gentlemen, is how I got my open bike license about 48 years ago.



we all pissed ourselves laughing, but I did feel like a dick



Apart from riding trail bike when I used to go out west on pig shooting trips, I didn't have much to do with motorbikes for quite a few years. I went through a stage where I was a relief driver for Concrete truck (Agitators) owner drivers, so I bought a Kawasaki 400 just to commute from plant to plant. There was a roster system at these plants, and if you were last truck to start today, tomorrow you would be second last truck to start, until eventually, you would be the first truck to get loaded. So I'm heading in to the plant one morning, and I'm first cab off the rank, just as the sun was coming up, riding into the sun, and next thing I know I am flat on my back with the kwacker on top of me. What I didn't know, was that at each side of the entrance to the plant, there was a big solid block of concrete, a metre x a metre x a metre with a heavy chain strung between the two blocks. With the sun in my eyes through the helmet visor, I couldn't see the chain and I ran smack bang into it. It caught me just under the head light and up and over on my back I went. There were two semi trailers loaded with gravel waiting to get in top unload, and both these blokes came racing

over to help get the bike off me. One bloke said he was reading the paper on the steering wheel of his truck, and when he saw me coming, and not even slowing down, he thought I was going to do a Evil Kenevil jump over the chain, and he thought, "this is going to be good". We all just pissed ourselves laughing..... but I did feel like a dick.

Not long after this, I decided I was ready for something with a bit more stick, so I ended up with a second hand Suzuki GS 1000 S. When I bought this, it had the full fairing, drop bars, looked as cool as buggery, the only trouble was, if I rode it more than five k's my wrists felt like they were broken, so, off with the fairing, off with the drop bars and on with a small set of ape hangers.

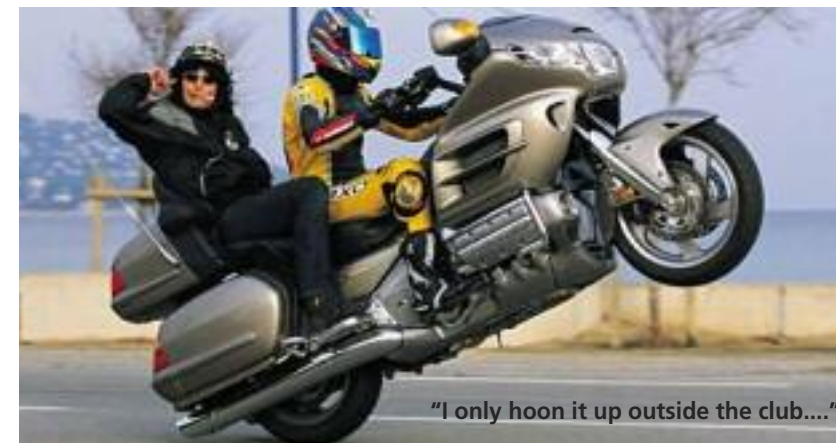
It was a much better bike to ride then. I went on the "Bundaberg Run" (a big bike rally) with a friend of mine in the mid to late 80's, just to see what it was like. After another six months of riding it, and after getting run off the road a couple of times and a couple of other close calls sometime later, I decide my bike riding day were over, and I sold my bike.

Fast forward to around 2008/9 a mate of mine bought a Triumph Speed master and he proceeded to try and talk me into buying a bike. He didn't even come close to winning me over for at least a year, and then, one day I found myself sitting on a bike down at Springwood Suzuki. A 08 Suzuki C50 very low k's and before I knew it I was hooked, again. Then I started trawling the net looking at the different bike clubs and finally settled on Kobbers Kruisers Klub. I did the mandatory rides and meetings as you are required to do with any club, and I joined. However, not long after, I discovered that it wasn't what I thought it was and decided that it wasn't for me. About this time, a big rough looking unit was doing battle with the hierarchy, and it turned out he wasn't too happy with the club either, and ended up breaking away and forming his own club, which we now know as "Steel Horses Cruising Motorcycle Social Club". Not long after the club was formed, I started hearing blokes saying "that bike is too small for you Steiny" which is their polite way of saying "You're a fat Bastard, Steiny." so....what else could I do? I went out and bought the biggest bike I could find, the GL 1800 Goldwing, and I haven't looked back since.

So now I find myself in a great Club with the greatest bunch of people you could find, and riding the greatest bike they ever put wheels on.

What more could you ask for?

Steiny







# West Ride Report

23rd February  
2014



## Lane Filtering Legal In NSW

Lane filtering for motorcycles will be legal in NSW from July 1 and Australian Motorcycle Council chairman Shan Lennard says they will be working to see it go national.

Under the scheme, fully-licensed riders will be able to ride through stationary or slow-moving traffic (below 30km/h) at intersections. Riders will be limited to 30km/h and will not be able to filter in school zones, beside kerbs, in break-down lanes, or next to trucks and buses.

Learners and provisional licence holders will not be allowed to filter.

NSW is the first state to legalise the practice of lane filtering after it held a trial in the CBD in March and April last year. Roads Minister Duncan Gay calls the decision a "common sense solution" that will "ease congestion".

While there is actually no law that specifically bans lane filtering in other states, it can be covered under failure to stay in your lane, passing on the left or dangerous operation of a vehicle. There is no law sanctioning it, either. NSW will create a new law specifically banning riders from filtering through traffic at more than 30km/h.

In Asia, Europe and Japan, lane filtering is not only legal, but encouraged to avoid gridlock. It is not legal in the USA, but is tolerated in some states such as California unless you are traveling recklessly.

There was double good news for NSW motorcyclists today with the Minister also announcing they would fix the anomaly regarding the minimum spacing for motorcycle rear indicators. The legal spacing under Australian Design Rules is a minimum of 180mm yet under NSW legislation road authorities were enforcing a minimum of 300mm.

"A lot of motorcyclists complied with Australian Design Rules yet riders driving around in popular bikes like the Suzuki GSXR-750 or the Honda XR250L were still getting hit with defect notice," he says. "This package of reforms is a result of close consultation with key stakeholders such as the NSW Motorcycle Alliance, Motorcycle Council of NSW and NSW Police."

Motorcycle council of NSW spokesman Chris Burns welcomed the announcement on lane filtering saying it could actually prevent riders from being injured. "Some drivers don't actually understand that by filtering, riders are getting out of the rear-end danger zone which is the most common crash in NSW," he says. "If you are in a car and you get rear ended you might get whiplash. If you're on a bike you get squashed."



PYRO  
LIGHT  
'EM UP



Hi all Pyro here.

Today started like most West runs, with fine skies and good friends. I was on my own today as Phoenix had her brother in town and chose to spend it with him. So brekkie at the Coffee club was a solo event so my meal was finished and I was down at Maccas at 8.30 to find Drastic and Ace already there getting their own brekkie.

Today Ace brought his daughter Gemma for a run which gave me the idea we should do a children of Steel Horses run, just an idea. Hurricane and Kim arrived and with 20 min to kill got a coffee and then joined us for a short talk, so today we had five bikes and one pillion.

We left on time after a short ride brief, up the Cunningham, right at Amberley and into Rosewood. Now here is where I said for anyone who would like to go ahead, I would signal this as we left the town, and to go all the way through to Laidley. Now this is where we had a failure to communicate moment. Drastic and Hurricane went ahead and as they came into Laidley they turned right and went almost into town. At our short ride brief I asked for them to pull over and not to go into Laidley as we were

passing it. I should have said DON'T turn right into Laidley as we are going past it. It was a very short and easily fixed issue so we all decided to say nothing more about it, woops I forgot, sorry guys. Back on track we went through the Woodlands and past the Gatton State Forest into Tent Hill for a short stop and drink at the Tent Hill Pub.



# West Ride Report

We went over the hill and onto Ma Ma Lilly Dale Road and into Flagstone. A very nice ride through there. We turned left into Upper Flagstone Creek Road and man that was fun. I slipped on some moss and Kim also slipped on some leaves, this is a little slower as it was up and down and sharp turns all the way to the New England. We turned left and a few hundred meters and it was left again into the hills around Ramsey. I like these little detours as we see some lovely scenery, and Drastic agrees after nearly screwing his head off looking at a local jogger, the rest of us didn't see anything as we were looking at the road.

After about 55 km and an hour from Tent Hill our little mountain track brought us back out to the New England where we turned right for a fuel stop at

the local BP. After refuelling we were off again on the NE and then right into Greenmount. Now this is a cute little town with some great roads all the way to Rudd's at Nobby. We pulled into Nobby about 11.45 am for a well earned meal. Most tried the Rudd burger and it was fantastic, 100% ground beef. We chilled at Rudd's till about 12.45 and as we were leaving found ourselves walking out to an incredible assortment of old hot rods, about 8 or 10 of them, the local car club and their machines.

I am sure Kim took some pictures and well worth the look. We left about 1.00 pm and headed for a short cut to Gatton Clifton Road and when Drastic realised where we were he was off again with Hurricane in tow. Gone like the wind. Ace, Gemma, Kim bringing up the rear



cause its tradition to have a Goldwing as Tail End Charlie and I went along at a more gentle pace. Does anyone believe that? Anyway we went through the range and into Ma Ma Creek for another short stop. From here we backtracked our route until Rosewood where it was straight through and onto Walloon and then to Black Soil for another stop and the Official end of today's ride. Drastic headed for home and some one suggested that going home over Mount Glorious might be fun. Shocking news it was not me but I agreed and at 3.00 pm four bikes left for Fernvale and Mount Glorious and that was a great way to end a great day on the bike.

We stopped on top to say our goodbyes again and Hurricane, Ace and Gemma turned for Samford while Kim and I

went through Mount Nebo. I must say we had a good run with traffic with most cars pulling over to let us pass which was a pleasant surprise.

Another great ride with good friends and guest. I arrived home around 5.10 pm after a little over 440 km for the day. I walked in to find Phoenix saying to the kids she bet them I wouldn't get home till after 5.00 pm. She knows me so well. I hope the protest ride some went on was enjoyable and uneventful from the boys in blue. We did not see one all day. Another Pyro adventure done, but many more to come so stay tuned and be ready. Till the next one stay upright and safe.

**Pyro**  
Light 'em up





# SHADOW

1963-2014

## R.I.P

After meeting at the north starting point we headed up the highway for about 15 minutes coming to the Narangba Valley Tavern where the wake was being held. The night before we had received an email saying we couldn't wear our vests but we did and they didn't ask us to remove them either which was good. We went into the function room where other steelhorse members were gathered and other friends (yes ex-members) and family. We got to meet Shadow's sons Stuart and Byron also their mother Lizanne. Kelly was very grateful for the show of members. Shadow's oldest son left the wake wearing Shadow's vest and was very proud of it. The wake went for about two and a half hours before we all finally left.



# SHOW US THE EVIDENCE



*Published on February 10th, 2014 by Eva Cripps*

**Governments revel in law and order campaigns. The criminals are identified, targeted and vanquished. The public feels safe. The reigning Attorney General is applauded for getting tough on crime. No one spares a thought for the evidence. Why should they?**

**T**he target group invariably look like criminals and act like criminals. Everyone knows they are criminals. Why should the police have to prove they are actually committing crimes? The answer is simple and it's often overlooked by the general population: requiring proof of criminal activity protects the innocent.

That's right.

Demanding solid evidence protects you.

In the most recent law and order campaign, Queensland Premier Campbell Newman declared a 'war on bikies'. He has stated that everyone knows they are sophisticated criminal outfits, involved in murder, extortion and dangerous drug manufacturing and supply. They ride around on their big powerful motorcycles, intimidating and threatening the

community. They wear black leather vests on days when ordinary Queenslanders are basking in budgie-smugglers and bikinis. They proudly boast of their roughness and toughness by sporting beards, or tattoos, or both.

On 15 January 2014, Queensland Attorney Jarrod Bleijie stated that all evidence which led to the declaration of 26 clubs as Criminal Organisations would remain hidden forever. The general public had to trust the Government that the evidence existed. But Jarrod assured the people that bikies really were criminals; that they were responsible for much violent crime and they sold drugs to kids.

But should Jarrod be believed?

Absolutely not.





*Campbell has no further need of any of these items.*

Our criminal justice system provides a vital safeguard – you are innocent of a crime until proven guilty in a court of law.

And to be ‘proven guilty’, you need evidence. Evidence that must be tested and found strong enough to overcome any reasonable doubt of your guilt.

To protect you, and to ensure a fair trial, not everything counts as ‘evidence’. Sufficient proof must be provided for a person to be convicted of having committed a crime.

So evidence accepted by the court does not include information told to a witness by other people, it does not include opinion from the unqualified, and it may not even include a confession from the accused themselves.

Why is this?

Information you have simply heard from other people, not witnessed yourself first hand, is called ‘hearsay’. In the legal sense, it is not proof that something actually happened, but simply proof that you believe it happened. There is a very big difference.

As a child, did you ever leave your fallen tooth out in a jar overnight and wait in excited anticipation for the next morning when you found money left in its place? Did you believe your parents when they told you it was the tooth fairy? Eventually you asked for proof and discovered that despite what your parents told you, the tooth fairy didn’t exist.

“No, we are afraid ‘the vibe of the thing’ is not sufficient evidence, Mr Newman.”

In this case, the Queensland Government has seen fit to classify 26 clubs as Criminal Organisations, without providing proof of criminal activity. The new laws impose harsh penalties on all the clubs’ members and ‘associates’ for behaviour that would not otherwise be criminal. But what evidence did the Government rely upon in their decision? Are they and the police relying simply on other people’s claims that bikies are criminals? How much of the ‘evidence’ is simply hearsay or mere opinion?

This is not to say the police have fabricated their ‘evidence’. Undoubtedly there are members and associates of declared clubs that do engage in criminal activity. But why does the Government refuse to have the ‘evidence’ that the clubs are organised criminal gangs tested by the courts? You should never accept ‘because someone else told me so’ as evidence that a claim is true.

The courts don’t. Why not? Because it protects people from being jailed on the strength of lies, half-truths and exaggerations.

And what of opinions? Quite simply, an opinion is just that – an opinion. It is not evidence, proof or something you should believe is true. Opinions often encompass broad generalisations and may or may not be factually correct.

Imagine that you volunteered your time for charity, and took those less fortunate out to the occasional lunch or dinner. Your neighbour formed the opinion that you were prostituting yourself, or setting up drug deals, because they saw you out with a different person every few days.

Would you object? What if you were arrested and this opinion was used as evidence to have you imprisoned?

The only opinion accepted in a court of law is that of an expert. Someone eminently qualified to speak on a matter. And no court would ever accept that someone ‘looks like a criminal’ as evidence that they are a criminal, no matter how qualified the witness.

So what if the bikie has confessed to being involved in criminal activity? It is a well documented and proven fact that people will confess to absurdities when scared, threatened, or induced by a promise or reward. Confessions, unless backed up by other evidence, are just not good enough as evidence. Likewise, studies have shown that if an accused person is told they will have a lesser sentence or will not go to jail if they give information on criminal activity, they may exaggerate another person’s involvement in crime and downplay their own.

If you and your neighbour had a biff, and you were told you would go to jail unless you said who threw the first punch, would you admit it was you or blame your neighbour? If you stay silent, you will go to jail. If you admit it was you, you will go to jail. And likewise for your neighbour. Who should the public believe?

You or your neighbour?

Yet some of the ‘evidence’ referred to by the Queensland Government has been elicited in ‘Star Chamber’ hearings at the Crime and Misconduct Commission, where alleged bikies are told they must speak and give information or they will be imprisoned. This type of evidence is not accepted in a criminal court, because it is inherently unreliable. It has not been accepted for hundreds of years.

And you should not accept it either.

The rules surrounding evidence are complex and even those experienced in the law do not always get it right. Of course it is frustrating for the police, faced with the thankless task of trying to stop crime, to have to get proof of criminal activity. But this is what they are paid to do. And getting good evidence is part of being a professional and ethical police force.

Requiring solid evidence when criminal activity is alleged protects the innocent.

It stops you being punished because of someone’s unproven belief that you are a criminal or their opinion that you look or act like a criminal. It stops other people lying and blaming you for a crime to protect themselves.

How much of the Queensland Government’s ‘evidence’ that Outlaw Motorcycle Clubs are criminal organisations is hearsay, opinion, forced confessions or based on the alleged criminal activities of a few?

People who have never been convicted of an offence can no longer be in public with friends and family. If they commit relatively minor offences, they will be subject to solitary confinement and inhumane conditions in jail. Others will lose their jobs.

That’s not fair, and it’s not good enough.

To protect the innocent, you must demand real evidence – evidence that will stand up to being tested in a court of law.



About Eva Cripps

**Eva Cripps is a pint sized tornado who is surely formed from the blood of Vikings and molten stone. She is an Educated, Qualified and professional person. She has a strong interest in justice being served, and is not afraid to speak her mind when she senses disturbances in the force. Cross her and sign your own death certificate.**



More pics from  
the Poker Run



# REVEALED!

## 2014 HARLEY DAVIDSON STREET 500 AND STREET 750

The night before the EICMA motorcycle show in Milan officially opened its doors to the press, Harley-Davidson took the wraps off its first all-new model in 13 years: the 2014 Street, which will be available as a 500 and a 750 when it goes on sale in the U.S. this spring, priced at \$6,700 and \$7,500 respectively. In short, the new Street is a liquid-cooled bike aimed at young

urban buyers around the world, a model that Mark-Hans Richer, Harley's senior vice president and chief marketing officer, called "our path to the future." Given that heady responsibility, the attractively priced Street—which will be built at Harley plants in Kansas City (for the U.S., Canada and Mexico) and India (the rest of the world)—deserves a close look.





# ....2014's revealed

Let's start with the engine, a liquid-cooled 60-degree V-twin whose chain-driven single overhead camshafts operate four valves per cylinder via roller rockers with screw adjusters. Called the Revolution X, this all-new powerplant, with a vertically split crankcase and plain bearings, is a modern design that traces its

displacement of 749cc. Redline for both engines is 8,000 rpm, and peak power for the 750, though not officially announced, was said by one Harley rep to be 54 hp at 7,500 rpm, with 44 pound-feet of peak torque arriving at an unspecified rpm. A single balance shaft keeps the V-twin from shaking too much, and a six-



lineage back to the V-Rod of 2001. Jeff Coughlin, Harley's chief powertrain engineer, says a 60-degree design was chosen to help reduce the height of the wet-sump engine, which helps keep seat height and center of gravity low, important considerations given that the Street is seen as a first bike for many potential customers.

Where I Live – Harley-Davidson Street 750 and 500 Motorcycles

Separate aluminum cylinders are fitted with pressed-in iron liners, and the only difference between the 500 and 750 versions, which share a 66.0mm stroke, is the bore. The 500's is 69.0mm, which makes for an actual displacement of 494cc. The 750's bore, at 85.0mm, makes for a

speed transmission works with Harley's familiar belt final drive.

Korry Vorndran, Harley's manager of product development, said the Street has been in development for the last two and a half years, and the goal was to produce a smaller, nimble bike that had enough suspension travel to handle rough urban streets. To that end, the blacked-out Street, which is based on a narrow, steel perimeter frame, offers two inches more travel front and rear than an Iron 883. "We wanted it to be light and fun, and have a more neutral riding position," explained Vorndran, who added that Harley has been more weight-conscious with the Street than it has with other models. Both Street models, for the record, tip



the scales at a claimed 480 lb. wet, which is roughly 80 lb. lighter than, say, an Iron 883. The Street's fuel tank and fenders are steel.

Other Street hardware includes seven-spoke wheels and a simple fairing inspired by Harley's XLCR café racer from the 1970s, plus a slightly pulled back handlebar and a an attractive 2-into-1 exhaust. Single-caliper brakes are found front and rear, and components such as the headlight and turnsignals are designed for worldwide use, so they won't need to be changed for the bike's numerous markets.

It's no secret that the new Street, by also being built in India, avoids steep tariffs and will help Harley strengthen its foothold in the

world's second most populous nation. But at the press conference in Milan, the clear and more frequently mentioned focus was young buyers the world over. Harley, in fact, spent thousands of hours interviewing these folks, learning just what they wanted in a bike. And what was it they wanted? Personal style and individualization, as proven by the slick, Milwaukee-built Street customs that Harley also had on display at the global unveiling in Milan. "Personal freedom is not just an American ideal," explained Richer, Harley's marketing boss. "It's spreading around the world. People want to be who they want to be right now. We live in a world of personalized expression, right down to the ink on their skin."





# North Ride Report

2nd March  
2014

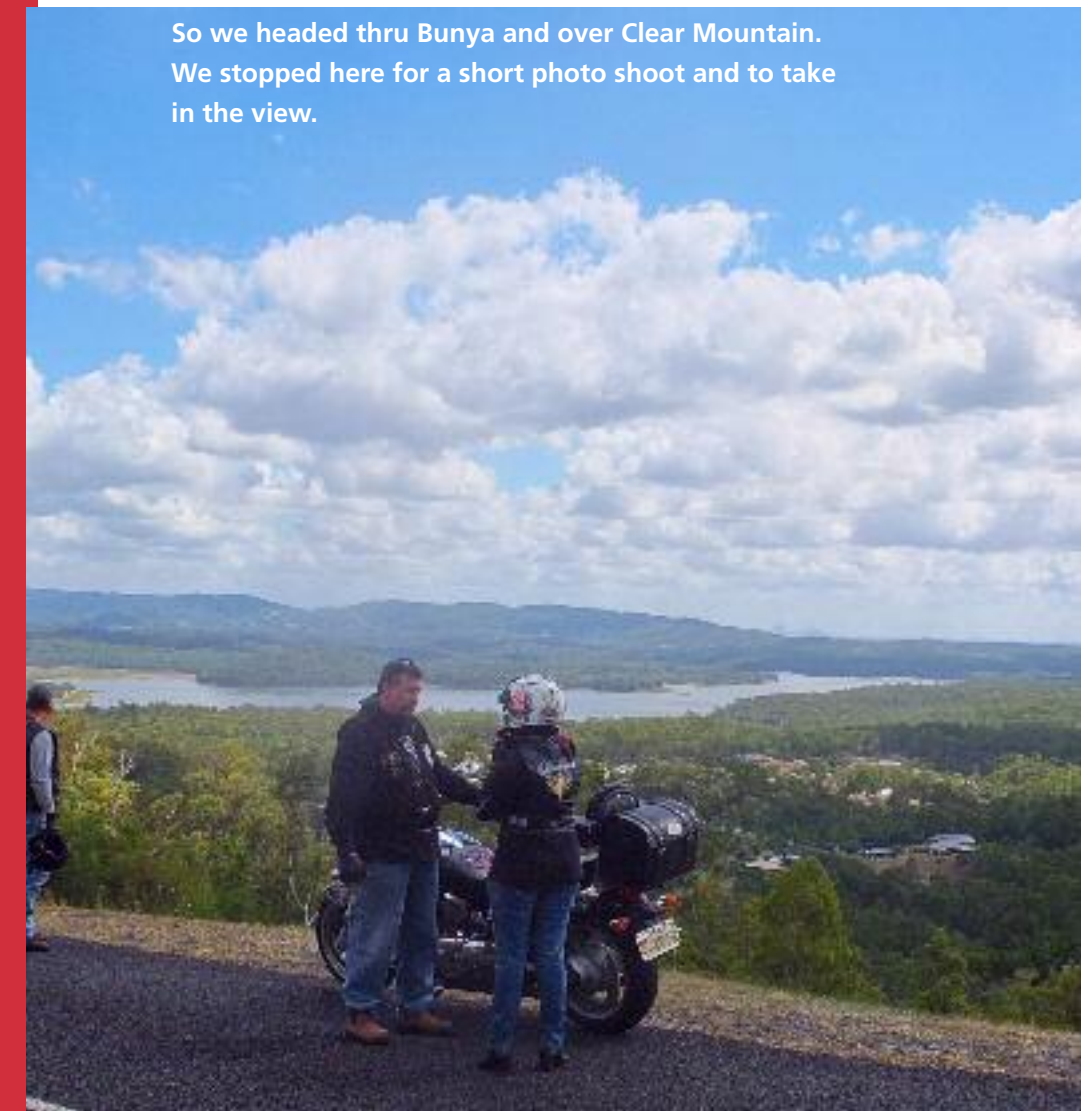


**G.O.B.B.**  
GRUMPY OLD BIKER BASTARD

Ride Captain – Grumpy  
Rider – Kim  
Tailend Charlie – Pyro  
Pillion – Phoenix

As I was turning out of my driveway heading to the meeting point I thought to myself what a great day for a ride. Finally getting to the meeting point at about 8.30am, there were many bikes parked out front of Gloria Jeans but no Steelhorses to my disappointment, so I ordered a coffee and waited. Finally Kim turned up and shortly after so did Pyro and Phoenix.

So we headed thru Bunya and over Clear Mountain. We stopped here for a short photo shoot and to take in the view.





# North Ride Report



We cruised past Nth Pine Dam and out to Dayboro and up Mount Mee via Ocean View Rd and stopped at the Pit Stop Café.

Here we enjoyed a hot brew before heading over the mountain taking another detour that brought us out just before the twisties. We then turned onto Delaney Creek Rd and were rewarded with some beautiful country side. After a while we came onto some dirt road that was in really good condition so we continued on and after about a kilometre it turned back to asphalt

which brought us out onto Neurum Rd and then out thru Kilcoy to Gregors Creek Rd and onto Toogoolawah Hotel for lunch. From there we headed back to Mt Glorious for a cold drink. Here we said our goodbyes but everyone stayed together until Samford where we parted ways. The ride was approximately 260 kilometres and fun was had by all.

Ride a nice day

Grumpy





# FREEDOM RIDE

Flying high as a bird,  
On my freedom machine.  
She is my love;  
Freedom my dream,

I hear the roar  
Of the wind rushin' by.  
Like the imaginary Phoenix,  
My bike and I fly

The wind in my hair,  
The rain on my face,  
We ride on and on  
At a mind-bending pace.

The beckoning road  
Like the sirens of old,  
Call me to my doom,  
Like thousands untold

The road is like ice,  
The bike loses grip,  
We slide in the gravel.  
I feel something rip.

The darkness enfolds me  
My mind cannot cope;  
My body and soul  
Tied in death's  
timeless rope

With my last  
dying strength  
I look all around.  
I know at last  
My freedom I've found

My bike and my body  
Are twisted as one;  
The ultimate dream  
Death, now you may come.

— Ann Stevens



# West Ride Report

16th March  
2014



Hi All Pyro here.

Phoenix and I started the day at the Coffee Club having brekkie with Sam and Rusty, but Sam has hurt his arm so they would not be able to join us for the run.

After breakfast we said our goodbyes and went down to Maccas to find Boots, Ynot and Sarge waiting for us. I was a bit surprised at the low number as the weather looked great. Nothing but blue sky as far as you could see. We exchanged pleasantries and left at 9.00 am sharp. Phoenix said she was not surprised at the low attendance as the temp today was going to be high and it was a scorcher without a doubt (high thirty's).

We headed up the Warrego Hwy and turned for Esk at Blacksoil. As we were turning I noticed a barrage of police just after the turn under the bridge so I was glad we were going right. Pretty uneventful to Esk but it's always a nice run up Hampton Esk Road to Hampton.

PYRO  
LIGHT  
'EM UP



Note from editor: One of the many pubs WE WENT PAST, like, we didn't even slow down, let alone stop. WTF?



# West Ride Report

We stopped for a short bum rest and drink, leaving Hampton at 11.00 am. We picked up the pace just a little and were making real good time until we came up to some road works to find a police car two cars up stopped at the light. We rode very gently from there on and I was watching ahead for the cop car when I saw it pull over off to the right. I thought we were in for a nice chat until he hit the lights and shot back the other way like a rocket. Close one. The rest of the ride was sweet with few cars and no issues, just beautiful open roads and great weather. We arrived at Yarraman about 12.00 noon and went straight to the pub for a cold drink and good meal. Where Sarge decided to have lunch with Skippy (see the photo).

After lunch we headed towards Kilcoy stopping at the BP just before the Esk turn off. About 250 km from our starting point. Riding there we noticed a little bush fire to our left so no doodling around. We got straight back on our bikes and up to the Esk turn off, right towards Esk and onto Greggors Creek Road. Where we turned left, heading east to Somerset Dam. We were cruising along nicely when Phoenix and I came upon a herd of cows in the middle of the road who were very interested in us, as we crept up very cautiously they just watched us intently and

slowly moved out of the way. This is about the third time a West ride has come across some locals standing in the road. Its a good thing cows move out of the way for horses, even steel ones. We went to the end of Greggors Creek Road and turned right to the dam wall for another short stop and ice blocks to help cool us down. It was decided then to change the route and head straight for Blacksoil. We were going along at a nice pace when 1/2 way to Mt Glorious I noticed three guys trying to lift a bike onto the back of a

ute. Sarge, Boots and Ynot did not see them and were wondering why I slowed down. These guys were a good 100 meters into the bush so you had to look for them. I decided not to stop, there were three of them and that's plenty for a dirt bike.

We pulled into Blacksoil about 3.15 pm, another short break and then our farewells and onto our respective homes. Around 350 km to Blacksoil. Another great West ride with good friends. Hope to see you on the next one.

**Pyro**

*Light em up*



A couple of drinks and she was anyone...



Finally, a pub! Sarge, Pyro, Boots, Ynot and Marilyn get ready to hit the road... Photography by Phoenix





*"And Spider, do you take this worthless bitch..."*

# Christmas in July, 2014

## Hurry! Book you room now July 13th & 14th



**\$10.00 to secure YOUR room  
See Boots for the floor plan**

- ✱ Great Rooms
- ✱ Great Company
- ✱ Fully Cooked Brekky
- ✱ Secure Bike Lock Up
- ✱ Saturday Night Band



# Steel Horses FILLY OF THE MONTH



## Light 'em up!





## The Rules and Guidelines Explained

### CLUB MEETINGS

Steel Horses conducts three types of meetings,

- 1) the AGM (annual general meeting) held once per year within six months of the end of the financial year,
- 2) Management Committee meetings held at least once every four months, and
- 3) Monthly club meetings held every month. This is the minimum requirement in accordance with the Rules of incorporation for the club. Management Committee meetings and general club meetings can be held more often if required.

Some people have a general aversion to meetings, and they may be considered as boring and a waste of time. However, if a meeting is correctly conducted it can be very productive and add to the culture, camaraderie and harmony of the club. Some of the reasons why we have meetings:

- It is a requirement of the rules of incorporation.
- Monthly meetings and the AGM keep members informed regarding what is happening in the club.
- Monthly meetings and the AGM allow all members to have a say.
- Management Committee meetings allow the managers of the club to discuss in detail any issues that are raised during monthly meetings and at club events, and resolve problems for presentation to the members.
- Meetings allow members to socialise and catch up with other members.

- Attendance at the monthly meetings allows prospective members to meet club members and assess whether the culture of the club suits them, and conversely, whether the prospective member is suited to the club.
- Holding regular meetings satisfies the cultural requirements of the club to allow; participation by all members, be democratic in decision making, encourage freedom to express an opinion, have transparency of processes, and hold elections for office bearers.

In order to achieve the above it is essential that all meetings are efficiently and effectively conducted. To this end, the rules and guidelines have included in detail the requirements for conducting meetings. Management Committee meetings are covered under rules 23-26 incl., the AGM is covered under rules 31-34 incl., monthly meetings are covered under rules 35-41 incl. In an attempt to further explain and expand on these rules, guidelines 11 a) to g) were written.

In effect, guideline 11 is a set of instructions explaining how to run a meeting, and of particular importance is guideline 11b) which explains the expected behaviour of participants in a meeting. If this guideline is followed by all participants, the resulting meeting should progress in an orderly, timely, and productive manner. The major items included in this guideline are as follows;

**The Quorum**  
This is the minimum number of participants required to hold the meeting. For the monthly meeting this is seven members, one of whom must be the Founder, President, Secretary, or Treasurer.

#### The Agenda

This is a program of the business to be covered in the meeting. It must also state the purpose of the meeting, and each item must have a time duration that must be adhered to. Items on the agenda will have been decided between the Chairperson and the Secretary before the meeting and these will be included as "Business arising from the previous minutes", or as "New Business", and will be dealt with prior to "general business without notice." If time runs out prior to business without notice being completed, the business can be carried forward to the next meeting where it will be given priority.

#### Time Limits

As stated above, the agenda will include time constraints for each item included. It is important that these deadlines be adhered to if the meeting is to achieve its objectives. If an item is going over time, the Chairperson can choose to either carry the discussion over to the next meeting, or extend the time limit of the item being discussed. In order to extend the time limit, the Chairperson must get the approval of the members via a properly presented motion, and a vote.

#### Acceptable behaviour

We like to think that members of Steel Horses are civilised members of a democratic society, who believe in a fair go for everybody. Therefore Guideline 11 b) clearly sets out the accepted behaviour during a meeting. For example only one person should speak at a time, and all conversation must be directed through the Chairperson. If more than one person is speaking at a time the chairperson cannot keep track of the discussion and it will probably degenerate into a noisy rabble where nobody can keep track of what is happening. The Chairperson should call order, and warn any repeat offenders.



No personal attacks will be tolerated. The first offence will incur a warning. Any subsequent offences may result in the offender being excluded from the meeting.

All members will be encouraged to express their ideas and opinions without interruption from others, and without fear of retribution, so long as ideas and opinions do not breach club rules and guidelines.

#### Making Decisions

Decisions will be made as a result of proposing motions, seconding the motions, discussing both sides of the motion, and conducting a vote. For general items in a monthly meeting the majority is 50% plus 1. If the votes are equal the Chairperson has a casting vote as well as a primary vote.

Chairing a meeting is not easy. The Chairperson has to keep the meeting moving in an orderly manner whilst ensuring that participants are given a fair go and are treated with respect. If you adhere to the simple guidelines above, our meetings will continue to be productive and enjoyable, and the Chairperson will be able to achieve the stated purpose of each meeting.

In the next newsletter, I will talk about proposing motions and points of order.





# 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



...because life needn't stop when you're paralysed.

## April

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

## May

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

## June

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



July	
Sun 6	<b>North</b> Riders Choice
Sat 12	
Sun 13	<b>South</b> Christmas in July (Boots)
Tues 15	<b>MEETING</b> Lord Stanley Hotel - Gabba 7.30pm
Sun 20	<b>West</b> Fernvale, Lowood, Atkinson Dam, Esk, Hampton, Murphyís Creek (Lunch), Forrest Hill, Laidley, Rosewood, Yamanto (300km)
Sun 27	<b>North</b> Buderim, Bli Bli, Moolah Valley, Home (310km)
IMPORTANT DATES Mother’s Day 1st May.	

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

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

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

THE CLUB WEBSITE IS AT:

steelhorses.com.au

(steel horses dot com)

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

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

January 2015	
Sun 4	<b>West</b> Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home (lots)
Sun 11	<b>North</b> Around the Dams via Woodford, Esk and back over Mount Glorious Rd returning via Eatonís Crossing Rd.
Sun 18	<b>South</b> Riders Choice
Sun 25	<b>West</b> Fernvaler, Esk, Hampton, Crows Nest, Yarraman, Backbutt, Sommerset, Mt lorious, Mt Nebo, The Gap, (375km)
<b>IMPORTANT DATES</b> 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’*





Half an hour late,  
and I get stuck  
at the bloody back....

Get your motor  
run'n, head out on  
the highway...

No one will  
know me in these  
cool shades

My best  
scarey-bike look

Where's the camera?  
Anyone seen the  
bloody camera?

Anyone want any  
T-fuckin' shirts?

Mmm, should'a  
called myself  
Rocket

Glad I got a  
big helmet

Bourbon. Anyone got  
bourbon? Anyone??  
Bourbon???

You gotta  
love the boots

Yogi! Stop  
poking me bitch

Glad these drugs  
are keeping my weight  
nice 'n steady



# 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

### STEEL HORSES PATCH PLACEMENT

