

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

April 2014

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STEEL HORSES ADDRESS

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Ride Captain (North) – Grumpy and Hurricane

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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.

April 2014

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Find out where your next ride is departing from



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.



*The President's
Report*

**NO REPORT
SUBMITTED**



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



from the
Coordinator's Desk



The
Report

**NO REPORT
SUBMITTED**

North Ride Report

14th March
2014



By the Hurricane

Ride captain
Hurricane

Riders

Boots & Lace

Ynoy

Kim

Pyro & Phoenix

ACE

JAK

MAC

Grumpy & Angel

Stieny

Drastic

BBQ only

Rowdy

Yogi

Visitors

Rick Togyer - 040467015

Dee Moore - 0404853030

Sue Campbell - 0418610658

Paul Peterson - 0401024021

After a few emails and lots of encouragement from Sugar at the monthly meeting, we had a good turn out for the north ride that was to finish with a BBQ at the North Pine Dam. It was great to see a few visitors and even better to have some of the ladies along for the ride, I always find the quality of the conversation is much better with a few of the fairer sex around LoL. As I promised my lovely wife we would be at the dam by 12.30pm I had a carefully planned route for the day.

The ride took us out through Samford Valley and over Mt Glorious, it truly is a glorious ride through the tree lined hills and down into the Somerset Lake area. It took us a bit longer that I expected so I pushed on to our first stop at the Kilcoy pub. Along the way I realised that some would be getting sore rear ends and I was worried about Ynot and the ear bashing I was going to get. The funny thing was, his new Harley seems to be a lot more comfortable and he seemed very relaxed at the pub, but I didn't escape the ear bashing from some others! it was all in good fun! Oops sorry.

After a refreshing drink I noticed everyone was in a buoyant mood as everyone seemed to be enjoying themselves.



North Ride Report



After leaving the pub we headed off towards Woodford and then turned left at D'aguiar and up over Mt Mee. We had got stuck behind some traffic coming into and out of Woodford so to get off that road was a blessing. Ynot and Stieny were held up even further back however, as they new where we were heading we pressed on. On the top of Mt Mee we opened up a bit but it was not long before I saw the familiar signal from other motorists that a cop was up the road. Sure enough there he was standing camouflaged by a tree just as we were about to start our decent into Dayboro. Luckily we passed this test with flying colours and were soon arriving at our final destination, the North Pine Dam.

My dutiful wife had been waiting there for several hours to ensure we 'secured' our BBQ spot and it turned out to be a great location. We were joined there by Rowdy and Yogi which was a fantastic effort and it was great to see them. The sausages were soon sizzling and there was plenty of cold ones for everyone to enjoy. It was another dimension on a ride to have everyone at one location, enjoying being outside and not being seated at a table were you only spoke to the people next to you. I reckon we should try to do more of there events for this reason.

After a delicious sausage in a bread we said our good byes and were on our way home. Thanks to everyone that came as it made for a great day out!!!!

Hurricane





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 for YOU and your bit of history.

It would be interesting to know how you got into the bikes. 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?

OK. Given the time frame left to produce this, I just volunteered myself to kick it off. Happy reading and let's hear YOUR most interesting history!

OVERVIEW

Handle: *Boots*

My first ride on a motorbike was in : *1970*

on a : *Suzuki 125cc*

My first bike was a : *Honda K3 350cc*

purchased in : *1972*

Since then I've owned a :

Honda MT 250cc Elsinore

Honda K3 750cc

Honda XL 350cc

Kawasaki VN Classic K3 150cc

Kawasaki VN Classic 2000

I've come off about *4 times* in *42 years*

Damn, I'm old

Motorbike Clubs I've been in:

Kobbers Kruiser Klub

Cruise Brothers

Gold Coast Coast Cruiser Club

My dream bike would be a : ??

However, next bike will probably be a : ??

or maybe a : *Harley - fuck, did I just say that?*

Why do I ride: *For the same reason a dog sticks his head out the window. Also for the mateship and good times. Bring it on!*



Boots' bikes and riding



I owe it all to Dwayne, whose second name I've forgotten, but who was a mate of a mate who just dropped by to show me his new 125cc Suzuki. While I was checking it out, pretending I knew something about bikes, Dwayne stood there with a smile on his dial as though he had a wooden coat hanger jammed sideways in his mouth, gloating over his latest acquisition.

Me, 15 years old, no licence and only a pushbike for transport and

him, 18 years old, licensed, working and a bloody set of wheels to boot. Talk about rubbing it in!

However, karma does go around, because I heard two weeks later that he had to have all his teeth taken out. So Dwayne, aka "Gumby", sure had that smile wiped off his face, for three months at least.

I've digressed. On this show-off visit Gumby made a large mistake

— he offered to let me take his pride and ooy for a ride "just around the block".

Who in their right mind would have said anything else but yes!? So helmet donned, and with a few instructions, I took off down the hill, crunching cogs as I went. It didn't take too long before I had it all worked out and couldn't believe the awesome feeling of actually riding. It was exhilarating. I could go wherever I wanted. And I did.



Bike 1
My first love, the classic CB Honda 350cc



Bike 2
Honda MT Elsinore 250cc



Bike 4
Honda 750cc



Bike 3
Honda XL350cc

Halfway back from going “just around the block” I decided to take a little detour to visit mates in suburbs all over Auckland. It was the best day of my life.

I got back hours later than I should have with a few thimblefuls of fuel in reserve. I haven’t seen or heard from Dwayne since and I would like to formally apologise for getting a little carried away. Sorry, mate!

So that’s how my passion for bikes started. One year into my

apprenticeship I had my own road bike, switched to trail bikes for a while, sold them, bought a Honda 750cc — great transport, reliable and cheap to run.

Unfortunately, someone else thought so too and stole it while I was parked across the road from the Moorabbin police station. Sure, I was insured but the insurance company only paid market value, not purchase price, and I had to pay the bike off for another six months. I’ll leave out the bit about

the bike being recovered and then stolen from the police station!

It was Dwayne’s karma — it hunted me down and bit me.

Time went by and I bought an XL350.

Shortly afterwards, I proposed to my girl, got accepted and a few weeks later the bike went out and a washing machine and dryer came in. It was a very sad day.

Tick off several moves, three kids and a mortgage. Still more years go by and there’s no mortgage, no

kids and a little bit of disposable “readies”. What should I buy? A millisecond later I bought a 1500 Vulcan Classic. Loved it for a month and decided I needed to make it look different from all the others out there on the road. Just like most riders, I wanted to leave my mark, turn a few heads and make my bikes stand out from the others. It’s almost a prerequisite.

However, accomplishing this can be an expensive exercise. No matter what you do, I discovered that it all adds up, usually in \$500 increments.



Bike 5
My first cruiser, the Kawasaki VN1500



Bike 6
The current VN2000, before the renovations

New Cobra slash-cut exhausts (\$1200), Corbin seat (\$800), Hypercharger (\$600), grips, saddlebags etc. Three years on and the bike looked “OK”. But it wasn’t really what I wanted. Kawasaki released the VN2000. Naturally I traded up (2004 model).

Here we go again.

Cruising the web and seeing what’s available out there in the whole world and not just at my local dealers was a big heads-up for me.

Fat guards, that’s what I want! I found Baron Custom in the US of

A who sell “Gangster Guards”. (AU\$660).

Sure, they’re fibreglass and you have to drill them out, paint and fit them yourself (and in the true tradition of buying aftermarket, they don’t exactly fit straight on like they say). A little bit of extra cutting around the brake caliper area and four hours later they did fit. I bought guards through Hyperformance Motorcycles based in Eumundi, Qld.

The slip-on exhausts — “Big ‘N Nasty Pipes” (AU\$455) – were also purchased from Baron Custom via Eumundi. This has been one of my

most pleasing purchases to date. I had to explain to the mechanics who fitted them that the slash cuts were supposed to face upwards. Installed right, this really added a nice line to the finished product. And when they’re fired up they never cease to turn heads.

The paint job took a lot of procrastination. Hooch, a Kiwi mate of mine, does airbrushing and he asked if I wanted skulls. No.

What about flames?

No.

A Celtic design?

No.



...and the almost finished project

....stripes? It's not a fuck'n Falcon, Bro

Then what do you want?

I want stripes. Stripes?

It's not a fuck'n Falcon, Bro!

But stripes I wanted. I found Bruce from Airbrush & Custom Painting in Moss Street, Slacks Creek, to do the work. The finish is Candy Apple Red complemented by two white pearl stripes to emphasise the shape of the guards and make them look even fatter.

Four days later, the job was complete and at a reasonable \$1500.

My whole concept was to minimise: get rid of those huge stock indicators and the massive, ugly tail light assembly..

I found a cool diamond-shaped LED stop/ running light. I mounted the tail light down low along with the number plate to keep the guards as clean and fat looking as possible. I added braided brake lines in red, of course, to match the rest of the bike.

I'm still using the stock solo seat, which suits the overall look. I use a Corbin dual tourer for the missus, which takes five minutes to swap over, but there is a weight limit of about 75 kilos on the rear guard so she has to watch her diet.

Up front went the hypercharger, air horn, new grips and speakers. I've now replaced the hyper charger with the current air filter, only \$150 from Hong Kong with free delivery!! Jardine forward controls were the next to go on. Love 'em.

Because music relieves the boredom on the long hauls and because I can't stand to hear myself sing, I chose Rumble Roads, from the USA. They're amplified and waterproof and have been problem-free, working well on a run through Guyra in the winter snow. You can plug in pretty much any device to hear your favourites.

Overall I'm pretty happy with the look of the nearly finished product. forward controls. So, you can radically change your bike's appearance for less than \$2200 just with guards and a paint job, and bear in mind that prices quoted were from 2008, when the dollar was somewhat kinder than today.

Dwayne, we're even on the karma thing now. Don't bother contacting me because you are not getting a ride.

Not even around the block.

CLUBS

I loved riding the bike/s but when I got to where I was going, I was there by myself, so here I decided to join a club.

After much searching I found the Kobbers. I rode with them starting back in 2000. I met like minded souls and thoroughly enjoyed the friendships both me and Lace made over the time we spent there.

Unfortunately politics got in the way of the clubs' sole purpose. So, I resigned as president and with a few others formed the Cruise Brothers. Short lived for a variety of reasons, this folded a few months later.

I was invited to ride with the Gold Coast Cruiser Club. I loved their runs and enjoyed the 60 or so riders who would turn up each week for the runs. Sadly the starting point was always from the Gold Coast, adding a mere two extra hours for my run. I got a little tired of this and was eventually invited to check out the Steel Horses. I knew a lot of their members from previous clubs, so joined in and the rest is history....



West Ride Report

30th March
2014



Hi all Pyro here, Today was a Rider's choice for the South ride and as there was no other suggestions yours truly took it. Today the weather looked as though it could not make up it's mind. So we few who braved the day met at Yatala and took a chance. Phoenix chose to spend the day with our son so I was riding solo.

Arriving at Yatala I met up with Kim and Ynot with Steiny showing up shortly after. While we were there waiting I started a conversation with a chap riding a Yamaha FJR 1300 and as he could not find his friends he decided to come with us. So we had four Steel Horses and a guest (Ken) making a nice small group of five. We left Yatala on time and headed under the Freeway and up to the Bearded Dragon and left for the mountain. We had a nice uneventful run up Mount Tamborine and over the East side and around to Advance Town, where we stopped for a drink and a discussion on our options. While riding Phoenix called me and said there was a storm warning for our area and we were riding into it. So far we had only had a little drizzle and after looking at the radar we opted to continue a little further and stop at

Mudgerabah and reevaluate our options from there. The ride up Pine Creek Road was void of slow cars so was at a great pace and the ride down Springbrook Road through Neranwood was real sweet, with just the one fright as I was twisting the throttle a



PYRO

LIGHT
'EM UP

West Ride Report

Police car came around the corner and surprised me. It kept going up and we kept going down so all sweet.

We had a light shower hit us as we got to the bottom of the range, so I made a snap decision to pull into the Bowls club at Mudgerabah for another drink. That was at about 11.40 am. We were sitting in a corner when after awhile we realised that we had just crashed someone's 50th birthday do. So we finished our drinks and left about 12.30 and as the rain was starting to get a little heavier it was decided by all to call it a day and shoot for home.

We all pulled onto the freeway and shot up the freeway travelling along at the speed limit until Springwood where the traffic got bad and slowed to a fast walk. I hate the way it slows down at Slacks Creek and was having such a nice ride I decided to lane split up the side and not get caught in the slow rat race. Kim followed me while Ynot and Steiny stayed with the main stream, our guest Ken pulled off at the Daisy Hill turn off but Kim had a great chat with him and we think we might see him again. Ken usually rides with Ulysses so we may get another Ulysses rider jumping ship. I for one did not get wet until Springwood and it was just a little rain, nothing worth stopping for and putting on our wet weather gear. Today we stopped the ride early so we may try this run again, later this year.

Hope to see you all on the next one.

Pyro

Light em up



Published on
January 31st, 2014
by Eva Cripps

SHOULD YOU BE AFRAID?



Should you be afraid of the Queensland Government's anti-association and VLAD laws? According to Premier Campbell Newman, and the eminently qualified Attorney General, Jarrod Bleijie, only criminal bikies have anything to fear. But contrary to these assertions, the raft of laws, which include lengthy mandatory sentences for minor crimes and a ban on associating with three or more other 'participants' in a bikie club in public, could see you, an ordinary Australian, whisked away to a solitary cell.

Surely not?

The Government promised in its \$800,000 campaign, that only criminal bikie scum would be targeted and good law-abiding people had nothing to worry about. So why should you be afraid?

The answer is thus and you are right to fear.



"Oh no, it's the cops!"

The broadly worded anti-association legislation classes a 'participant' as almost any person with almost any conceivable link whatsoever to a declared Outlaw Motorcycle Club. The link may be tenuous. It may be a figment of the arresting police officer's imagination. It is totally out of your control. The VLAD legislation makes no mention of bikies at all.

You may have previously attended a perfectly legal tattoo or motorcycle show.

Or perhaps ridden in a perfectly legal charity Poker Ride. Maybe you installed an air conditioner in a perfectly legal clubhouse. You may be out on the town in a group of three friends or hanging out with your football team.

Now you could find yourself arrested and detained for having a beer with your mates, working in a clothes shop in a now defunct bikie clubhouse, or imprisoned for fifteen years for a minor biff in a bar.

Campbell Newman, incensed at the reality of his ill-conceived legislation, has labelled these truths as 'lies, deceit and misinformation'. He has declared that he will spend yet another \$500,000 of your money to tell you that only criminals will be targeted by his laws. Only criminals will languish behind bars while they wait to prove to a magistrate why they should not be incarcerated before they have even been tried for the dangerous and criminal activity of having lunch with their boyfriend and a mate.

And this is why you should be afraid.

The police can now search you and your vehicle without warrant, and arrest you for doing your groceries at the same time as your brother and uncle. All they need is a 'reasonable suspicion' that you have any links whatsoever to one of these declared motorcycle clubs.

What may be 'reasonable' to you does not have to be so for the over-zealous police officer. He is keen to please his masters after being threatened with the sack if he does not fully embrace and endorse the new laws which will clearly clean up Queensland's streets and make it a haven for families. And once the police officer has alleged this 'link', you have to prove it is non-existent.

Vicious, lawless and rather well-read.

What has become clear from the blustering and fumbling narrations of the

Authoritarian Dictator Campbell Newman, is that ordinary people have a lot to fear.

But how can you ensure you are not mistaken for criminal scum and jailed? Surely there must be some kind of profile the police are using to identify these people?

According to Butterworths Concise Australian Legal Dictionary, a 'criminal' is a person who has been convicted of an indictable crime or offence. 'Scum' is not defined in the legal dictionary but a google search defines it as 'a layer of dirt or froth on the surface of a liquid'.

It is fairly difficult to tell if a person, simply by looking at them, has a criminal record and has engaged in prior criminal activity. And so far, no dirt or froth covered liquid has fallen foul of the laws.

The easiest way to determine who may be targeted is to examine those already arrested in Queensland.

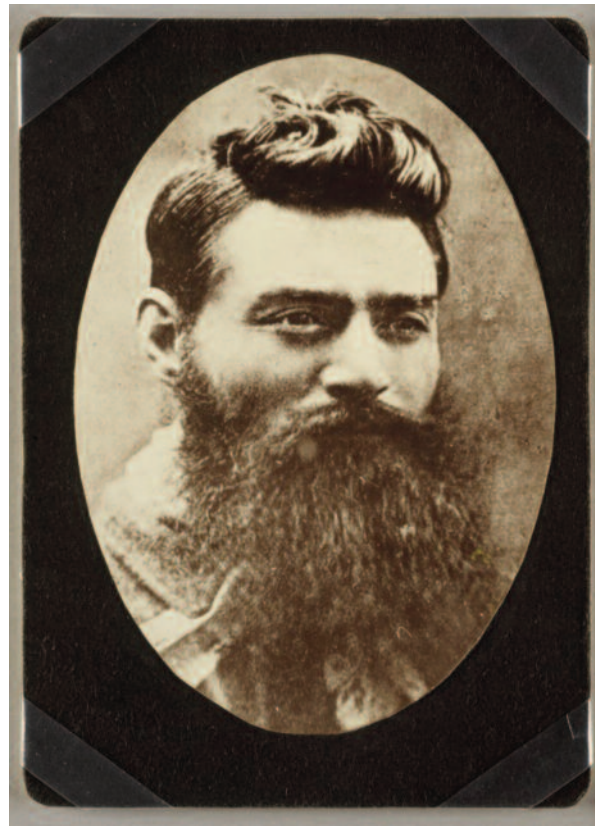
Firstly, if you are a woman, of medium build, with brown hair and pleasant features, and have a boyfriend with a beard, you may be targeted. It will be irrelevant that you are a librarian, mother of three, and have no criminal conviction whatsoever.

It will most certainly go against you if anyone in your family has a reptilian pet and your kitchen knives are prominently displayed when police search your home. Any ornamental or kinky items which could be vaguely described as weapons could also be used as evidence of your obvious criminal persuasions.

You may also come under fire if you are a young man, with soft facial features and blonde hair. Or a middle aged man, with short cropped hair, brown eyes and clean-shaven.

You should be particularly careful if you work as a pizza delivery boy, renderer, truck driver or currently studying IT. Men of all ages with children, adult or young, should also be cautious. If you are wearing shorts and t-shirt you may slip under the radar for a short while, but wearing anything leather will definitely see you targeted.

It goes without saying that if you have a beard and tattoos and ride a motorcycle you will also be hot on the list of targets. But you may also draw attention if you have muscly arms, regardless of if you are male or female. And if you look buff and tough and buy ice-cream for your kids, you will most certainly get attention from Newman's finest law enforcers.



Campbell's favourite cuddly outlaw.

The clearest clarification was provided by Campbell Newman on 30 January 2014 (QT), when he said that the criminal bikies were 'not cuddly warm

outlaws like Ned Kelly'. This provides for some much needed insight into who should be afraid of arbitrary police action and detainment.

Ned Kelly, the famed historical Australian outlaw, was a convicted horse thief and killer of police. He was short of stature and sported a bushy beard. His frame was thin and wiry, as expected

from one who became notorious for ranging the bushes.

One may safely deduce that if you fit this description, you are free to go about your unlawful activities with impunity. The Queensland's Government are not targeting you.

Everybody else should be afraid.



Orders are being taken if you'd like some of these.....

Riders can sue for roadworks crashes

BY MARK HINCHLIFFEIN TIPS/TRAINING – 1 APR, 2014

How many times have you struggled to ride safely through roadworks where there is no suitable detour provided? Did you know that if you crash as a result, you can sue the roadworks contractors?

I recently rode through several roadworks sites on the New England Highway where the workers had dug up both sides of the road and provided no safe alternate route. Significant rain had turned the roadworks into a boggy, rutted, corrugated mess unsuitable for many vehicles, let alone the heavy touring motorcycles that are popular on this main highway. It is not as if the contractors weren't warned about the weather. The heavy falls had been predicted several days prior with more to come this week.

While our crew of touring motorcycles made it through safely, there were some very hairy moments as we were forced to paddle at walking speed to negotiate a 1.4km section of roadworks at Black Mountain near Armidale. Others may not have been so lucky. If you crashed at the roadworks please send an email to mark@motorbikewriter.com. Meanwhile, check the Armidale Express tomorrow for their front-page story about the sorry mess.

We had no idea how bad the roadworks would be!

Maurice Blackburn Lawyers principal Malcolm Cummings, who works in their motor vehicle accident injuries

department in Melbourne, says roadworks contractors have an obligation to provide a safe alternate route for all road users. "Obviously what may be safe for some road users may not be safe for motorcyclists," says Malcolm who is investigating a case of a rider who crashed his new Kawasaki 250 in clay left at a site where roadworks had recently been completed.

"There is also a duty of care to clear up a roadworks site making it safe for all road users, motorcyclists included. In this case, they'd finished their works and done some clearing up but they left some and he slipped. He suffered some significant orthopaedic injuries including a nasty fracture of a bone in his shoulder which needed an operation and the insertion of plates and screws. As a result he has lost the ability to return to his trade." Malcolm says the rider's bike was only slightly damaged in the low-speed crash.

A Roads and Maritime Services spokesman says in an email reply that the New England Highway roadworks included widening, stabilising and sealing the work area, "which would require about four to five days of fine weather to complete".

"Before the full section of road could be sealed, the region experienced significant wet weather, with more than 100mm of rain falling, leaving about 1.4km unsealed. Twenty-four hour traffic control has been in place with workers carrying out repairs as required,



Waiting in line to go through roadworks ... we didn't know what we were in for!

with flashing lights, signage and a 40km/h limit in place. Roads and Maritime Services understands the unsealed section of road was rough as a result of the heavy rain combined with regular traffic, which is why crews were onsite 24 hours a day to monitor the road and make repairs as necessary. The posted speed of 40km/h was a maximum limit appropriate to the condition of the road and weather being experienced. Road users are not required to travel at the maximum limit if the conditions do not suit that speed. Road users should travel at a safe speed for their vehicle type and the conditions. No crashes were reported at the site during the weather event. Warning signals, flashing lights and signage was in place leading into the worksite, to give road users adequate notice of approaching roadwork."

But clearly they provided no alternate route for riders and dug up the entire road surface despite ample warning of a significant looming weather event. Whatever happened to detours or half-road closures so traffic can negotiate suitable road surfaces?"There is a general duty at common law to ensure that work that has been performed

doesn't put riders in a situation of danger," says Malcolm. "As a general principle where negligent road works or maintenance results in damage or injury there has been a breach of common law. There may also be statutory provisions in various jurisdictions. Without any detours, to have a road in a state that is not safe to be navigating is obviously problematic."

A check of the RMS website for the roadworks showed this notice: "Reduced speed limit (40km/h). Allow extra travel time. 1 lane will be available under alternating conditions during road patching. Motorists can expect delays of up to 5 minutes." The one lane available was also dug up and not suitable for most motorcycles. No detour was provided.

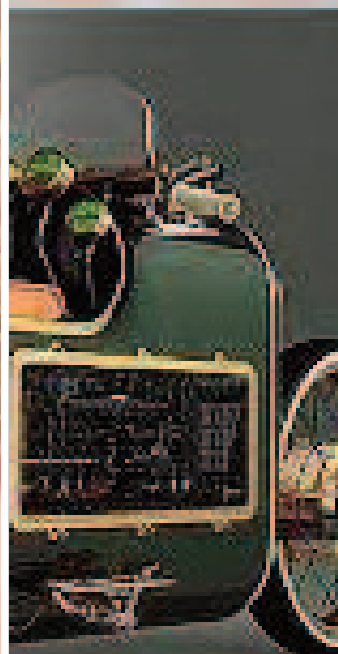
This roadworks debacle is typical of the lack of attention paid by authorities to motorcycles and the growing incidence of digging up the whole road instead of one lane only. Even though we only represent about 1% of traffic, motorcycle riders still pay taxes. We are the most vulnerable road users and the most ignored.



West Ride Report

4th March
2014

Steampunk at the Normanby



Happy Birthday Angel



Hi all Pyro here, Sunday came and the sky was blue and clear, it was looking great for a good ride. Phoenix and I went to the Coffee Club for brekkie as usual and Steiny showed up a few minutes after. We finished breakfast and went down to Maccas to meet the other riders for the day and found that no one else showed up. So we had two bikes and one pillion.

We left Maccas on time and travelled up the Warrego and turned left at Walloon, travelled to Rosewood and then headed to Rosevale and the back roads to Aratula. Along this back road we had a close encounter with Skippy jumping out from the bushes on our left and bounding across the road in front of us and then jumping over the fence on the other side. I hit the brakes hard and Phoenix smacked into me and then she saw why and breathed a heavy sigh of relief that I was riding at the speed limit like always. We stopped at Aratula for a drink and bite and a small chat about our almost new front bike ornament.

We left and headed past Moogerah and just going around the dam a stupid cow tried to get a lift with us. Just not our day for wild life, as we were cruising along to Rathdowney Phoenix and I were discussing the wall of water in the direction we were going. I decided to go over Mount Barney and then come back to Rathdowney for lunch but some how got lost with one turn and looked like we were going up the mountain. We turned around and eventually found our way to Rathdowney and quickly decided with Steiny that we would keep going back to Beaudesert and try to out run the rain. We pulled into Beaudesert about 12.40 pm and chose to eat at Maccas and then make a run for home. While eating lunch we watched the sky change colour so we finished lunch at 1.00 pm and called it a day.

We made it home around 1.45 and travelled about 280 km and only got a few drops on us.

Pyro
Light em up

PYRO

LIGHT
'EM UP

God bless you for the beautiful radio I won at your recent senior citizens luncheon.

I am 84 years old and live at the county home for the aged. All my people are gone and it's nice to know some one thinks of me.

God bless you for your kindness to an old forgotten lady.

My roommate is 95 and always had her own radio but would never let me listen to it. The other day her radio fell and broke into a lot of pieces. It was awful. She asked if she could listen to mine and I said fuck you.

Sincerely,
Edna Johnston



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?



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

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	

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

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’

Merchandise



- 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

Handle
Year
Longevity
Ride Captain Award
S to C Award
Founder Office
Original Past Office

All vertical spacing to be 5mm max