

# The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

May 2014

VOL 6, ISSUE 5

## Viking concept





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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.

May 2014

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## Monthly Meetings

Steel Horses Cruising Motorcycles Social Club Inc meets every 3rd Tuesday at Lord Stanley Hotel, East Brisbane, Brisbane at 7.30 pm. Lord Stanley Hotel is at the intersection of Didsbury St, and Stanley St East, East Brisbane.

## Regular Stuff

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





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

*The President's  
Report*

**NO REPORT PROVIDED**

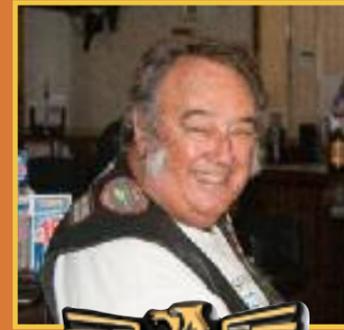


*from the  
Coordinator's Desk*



*The  
Report*

**NO REPORT  
PROVIDED**



*20th April  
2014*

## *South Ride*

### PART ONE

I thought, being Easter that this would be a relatively small show, but we ended up with 11 bikes.

We had:

Sarge  
Ace  
Ynot  
Kim (Tail end Charlie)  
Pyro  
Barney & his lady  
Grumpy  
Boots  
and of course , Yours truly.

A visitor (Gareth) who had arranged to meet Pyro at BP Yatala was a bit late arriving, but we waited a few minutes longer, and he arrived.



# South Ride Report



I told the crew that we were going to be extremely careful with our speeds and ride rules, being that time of year, and we set off for Mt. Tamborine. We were flashed by a few cars, then we finally came across a roadside speed trap. We went over the top and down Henry Roberts drive and on to the Advance town pub for our first stop. While we were having a drink there, a guy who was going down to his farm at Iluka, realised he had left his house keys at home, so being at a loose end he was invited (by Pyro, I think) to join us. He was on a Hardly, so some of us were a bit reluctant to let him in the group, but being the nice guys that we are, we relented and he was welcomed into the fold. His name is Kurt, from Springwood, and he might join us again. Both Kurt and Gareth seemed like nice blokes.



So off we went down towards the natural arch and the border. Just before the border we were pulled over by a motorcycle cop for a random breath test, which we all passed with ease. He was a nice cop and thanked us for our time. He only had enough blow bags for three of us, so Pyro, Ace and I were bagged.

We continued on to Murwillumbah, where we had a nice lunch after which we decided that we would split up. Some wanted to head home with other stuff to do, so Marathon Man (Pyro) lol took Ace, Kim, Grumpy, Kurt, on a different route and I led the rest straight up the highway and home. There was a bit of traffic, but it was all smooth flowing and a great ride home.

Another very enjoyable day



## PART TWO

After a lovely lunch half of our group chose to head straight for home and some had a thought of going over the mountains again and really having a good run. Lunch finished about 1.15 and five of us headed back

up Tomewin road and over the mountain into Currumbin Valley.

We had just left Murwillumbah and past our first of three police vehicles. I was going at a good pace so was watching my review mirror for a time just in case he decided to follow. Going over Tomewin was a great idea and a great ride, if you have not done it you should, it has some great turns and all can be done at a nice fast pace.

I think we came up on one car and for two minutes we were caught behind him until he pulled over and let us pass. I love polite drivers. Coming into Currumbin we stopped for fuel. Short stop and then back on the bikes and up the freeway a bit and off again at the Somerset Drive turn off at Robina. Here we met another copper on a bike and got a good glare from him as we pass.

We head up to Neranwood and over the Numinbah range and back to Advance Town. Going over the mountain we pass another cop car and again only get a look and we are left alone. We had a very good day with most cars pulling over and



letting us pass and only the one breathalyser on Ace, Steiny and myself.

Heading along the Nerang Murwillumbah road we came up on a supra who thought he could keep up, but found out otherwise and fell behind very quickly. Kim said he looked strange trying to keep up with us and thought his car was going to shake apart it looked so rough.

We arrived at Advance Town about 2.30 pm and stopped for a drink and bum rest. We stayed and listened to the local band for awhile. The place was really hopping Here is where Grumpy, Kim, Ace our guest Kurt and I said our good byes. Kurt decided to stay while we headed for home. The run up the freeway was uneventful and at a good pace. I got home about 4.15 pm and had a great day on the bike. about 300 km for the day and the good fortune of meeting two new friends who may join us again some day.

Hope to see you all on the next ride.

Pyro



Avoid filling your motorcycle with ethanol fuel

BY MARK HINCHLIFFEIN  
MOTORBIKE NEWS  
22 APR, 2014



## Ethanol Sucks

**Last August MotorbikeWriter suggested riders steer clear of using ethanol-blended fuel in their motorcycles. Now the U.S. Environmental Protection Agency has acknowledged that ethanol can damage motorcycle engines.**

The US agency says ethanol-blended fuels increase exhaust temperatures which can cause component failure. It has proposed a cutback in its availability.

Ethanol is a type of alcohol produced by fermentation of sugarcane or grain. In Australia, ethanol content in unleaded fuel is limited to 10% (E10), the US it's 15% but some countries use 85% or even higher.

E10 is becoming more prevalent throughout Australian service stations and NSW service stations even have to stock a minimum requirement of the fuel which means that there is no alternative at some NSW servos.

According to the Federal Chamber of Automotive Industries, only post-1986 bikes and ATVs made by BMW, Harley, Polaris and Victory can safely use E10. No Japanese bikes and no Piaggio products can use it. The FCAI doesn't mention other brands, but it can be assumed ethanol blends are not suitable.

Ethanol doesn't work with carburetors or mechanical fuel injection. It is also a solvent which attacks metallic and rubber-based fuel lines, and has an affinity to water that can cause steel fuel tanks to rust.

For some time the American Motorcyclist Association has been fighting the distribution of E15 fuel blends in an effort to protect motorcycle and all-terrain vehicles from the damage that ethanol causes. It has applauded the EPA's decision to roll back the requirement for wider distribution and use of E15 under its Renewable Fuel Standard.

According to the EPA, ethanol makes engines run leaner (with a higher air to fuel ratio) which can lead to increased exhaust gas temperatures. It says that could gradually destroy emission control hardware and performance, possibly causing catalyst failure. Ethanol can also cause "materials compatibility issues", which may lead to other component failures.

Riders should also be aware that the higher octane rating on some ethanol fuels may be misleading. For more information, read this.

# ‘Viking concept motorcycle is clean cut’



Danish motorcycle company Lauge Jensen conscripted a famed BMW and Aston Martin car designer to help develop its Viking Concept motorcycle unveiled at the Top Marques luxury brands show in Monaco.



Like all 2014 Lauge Jensen bikes, it features the Wisconsin-made S&S “1-Eleven Squarehead” engine and is the world’s first motorcycle brand to receive Euro IV clean emissions certification. Clean-cut it may be, but the Viking still has plenty of macho majuscule, thanks to former Dane Henrik Fisker who helped design the bike.

Henrik is one of the world’s leading vehicle designers, having run the design team at BMW and Aston Martin before starting his own companies in LA, Fisker Coachbuild and Fisker Automotive, where as CEO he created the Karma hybrid. “It’s been a dream of mine to design and create a motorcycle for many years and this is the first time I have the freedom to go and do it,” Henrik says.

His Viking Concept motorcycle indicates the possible future direction for the bespoke Danish custom bike builder, owned by Anders Kirk Johansen, an industrialist whose family invented LEGO. It features very curvaceous lines including an uninterrupted flow from the tank to the seat and through to the rear fender.

The S&S “1-Eleven Squarehead” has 45-degree cylinders producing 75kW and the bike has a top speed of 210km/h (130mph). They also claim fuel economy of an amazing, almost unbelievable, 4l/100km or 70mpg. Certainly they wouldn’t achieve that travelling at 210km/h!

Lauge Jensen currently produces the limited edition Great Dane custom cruiser, which starts from €42,800 (about \$63,000). The company intends to build a bike based on the Viking Concept at higher volumes and with a lower price tag than the Great Dane.

Their bikes are not imported into Australia, but Lauge Jensen spokesperson Luke Brackenbury says they have interest and an invitation from a man who featured in the Australian top 10 Forbes list. “There’s no importer at present as Lauge Jensen sell directly from Denmark,” he says. “Delivery overseas is very much a private service. Lauge Jensen offer a direct sale from its HQ with home delivery – so a very personal approach and close client relationship, like a lot of luxury brands.”

Lauge Jensen was founded in Horsens, Denmark, in 2008 and was bought in 2012 by Anders.

Price:	\$63,000
Engine:	Air-cooled V-twin, 45 degree, Euro IV
Compression:	9:1
Transmission:	6-speed (5 and overdrive)
Power:	75kW (100hp)
Top speed:	210km/h+ (130mph+)
Fuel economy:	4l/100km (70mpg)
Dry weight:	299kg



# Austrian electric motorbike looks like a bug



BY MARK HINCHLIFFEIN MOTORBIKE NEWS — 16 APR, 2014

The Austrian-made electric motorbike doesn't even have impressive range or top speed to redeem its weird appearance. And worst of all, it costs \$34,000 for the J1.150 with 150km of range and \$37,000 for the J1-200 with – you guessed it, 200km of range!

The future of motorcycling may be electric, but it certainly isn't in strange-looking vehicles like this. The best way to ease us into electric power is with bikes that don't make us embarrassed to be seen riding them.

While many electric motorbikes are now claiming higher range and higher top speeds than the Johammer's 120km/h, there are a few interesting points in the engineering and technology. For a start, it features the instruments in the bug-like mirrors/antennae (right), a motor mounted directly between the wheels, electric gear and controls in the rear wheel, mini LED bug-like dual headlights, horizontal springs and shocks, easily adjustable steering, footpegs forward and mid-mount to suit

any rider, and a low seat at just 650mm. Best of all, the brush-less AC-motor with a single-level gear runs in an oil bath with lifetime lubrication so it is maintenance free.

The J1.150 has an 8.3kWh battery that can be charged to 80% capacity in 2.5 hours, while the J1.200 has a 2.7kWh battery with 3.5 hours charging time. An optional pack will reduce charging times to one hour and 80 minutes, respectively. Both are fairly light for road bikes with the base model tipping the scales at just 159kg and the top-spec only 178kg.

*But would you be seen riding one of these?*



## Two Day Ride Report

12th April  
2014

Hi all Pyro here.

April 12th started with beautiful skies and warm weather, Phoenix and I were met by Kim and his pillion Sue at around 7.40 am and we headed out to meet our other ride companions Steve and Nicole, ( Nomad & Storm ) at the north bound twin BP where we all refuelled, said our hello's and then back on the bikes as we had a long ride ahead of us. We left the BP at about 8.30 am and went up the freeway to Steve Irwin Way, a little way along there and then left to Peachester and a right turn into Maleny Stanley River Road and onto Maleny for a short stop and coffee break.

After about 30 minutes or so we climbed back on the bikes and started off for Kenilworth and Gympie for another short stop and more fuel to be safe, from here we were heading inland for a different site of the road not mostly ridden, Glastonbury to Widgee and then Kilkivan for lunch at this cute little cafe. We were probably his only customers all day, very quiet little town. It was about 1.00 pm when we got there for lunch and we left about 2.20 pm. Out of Kilkivan we turn off to another back road and head through some beautiful country and some great roads with good turns and very few cars to get in the way. We turn right back on to the Burnett Hwy and cruise for some time until we get to Gayndah and we stop for fuel and some advice on another alternate route.

The locals advised us to stay on the main road unless we wanted to do some four wheel driving. So back on the Burnett and straight to Mundubbera where we stayed at the Three River Tourist Park, a quick shower and change of clothes and a short walk up the road to dinner at the local pub. This is a small town and most of the accommodations were taken up by workers. There were trucks parked all up the street outside. After dinner we walked up the street and looked for our brekkie cafe and then back to the park to get some rest before our big ride home.

Getting to Mundubbera was about 440 km and we arrived about 4.40 pm and refuelled on the way in so as to get away in the morning on time. Sunday morning we met at our Cabin as Kim and Sue, Steve and Nicole stayed in the local Tee Pee tents, and we headed off to brekkie at 7.00 am, brekkie was great. We get back on the bikes about 8.00 am.



# PYRO

LIGHT  
'EM UP



# Two Day Ride Report

We parked our bikes in the centre car parking. Unfortunately a bird christened Phoenix's seat. As we were getting ready to leave we noticed about 15 locals watching us and it kind of freaked Phoenix out.

We travelled out of Mundubbera and headed for Durong stopping for a short bum rest, and then get going again after 10 minutes and head for Jandowae, as we come into Darr Creek it starts to spit and we decide to get our wet weather gear on, good call as its only a few minutes and it starts coming down, and from there it continues to rain for the rest of the day, from there until we get home at 6.00 pm it rains on us all the way hard and soft rain. Too hard to see clearly and definitely too hard for going over the Bunya mountains as we were planning. We stop at Kumbia for lunch about 30 mins later than scheduled and

have a lovely lunch at the pub and get to talking to the owners and ask about staying there on another adventure run. Now I should say that at this point I am soaked to the bone, my wet weather gear is not performing well, so this was a good test and I now know my boots need to be changed and my wet pants are crap. We decide to bypass the Bunya Mountains and head straight for the D'Aguilar Hwy. We were going through this short cut along Kumbia Brooklands Road and Skippy decides to jump out in front of us only missing us by a couple of metres and freaking me out.

This was a great side track and if the weather was not so wet it would have been a great ride through to the D'Aguilar Hwy. We kept up a good pace until Kilcoy where we stopped for a coffee and fuel.

From there we headed straight for the freeway but travelling was slow as most car drivers can't drive for sh\*# and it was slow. I got impatient and jumped past but the others got stuck so I slowed down and kept them in the rear view.

We stopped again at the South bound BP on the freeway and said our good byes about 5.15 pm. Steve and Nicole headed for home and us four kept going down the freeway, still under full pelting rain. Phoenix and I waved bye to Kim and Sue at our turn off and pulled

into home just after 6 pm completely soaked and chilled to the bone.

We travelled a little over 900 km for the two days and even through Sunday was done mostly in the rain we had a great ride with good friends and enjoyed the whole weekend a lot. I love two day rides and for one cannot wait till October and our GOR run.

Bye for now

**Pyro**

*Light em up*



# Ultimate jump starter for flat batteries

BY MARK HINCHLIFFEIN 17 APR, 2014



BuzzTech Multi-Function Jump Starter comes with a host of connectors



BuzzTech Multi-Function Jump Starter will power wherever you go

**If you have ever been stranded with a flat battery on your bike, or been caught out with a flat battery on your phone, camera, Bluetooth headset, GPS, etc ... worry no more.**

The Buzztech Multi-Function Jump Starter, which is claimed to be the world's smallest and lightest, is a dream come true for motorcycle riders. Even though it is only 16cm x 7.5cm x 2.5cm, or the same size as half a 450g tub of margarine, it is claimed to be able jump start a big motorcycle or car 20 times on a full charge. Ok, I didn't test it on 20 motorcycles, but I did jump start my bike's flat battery five times and it still had plenty of oomph left in the little unit to keep going.

But wait, there's more ... it will also power or charge almost any portable electrical device you can name as it comes with a series of 15 connectors. The only adapters I couldn't find were the new small eight-pin Apple connectors for iPhone 5 and iPad and the magnetic four-pin Apple laptop connector. However, you can just plug in your supplied iPhone 5 USB-to-eight-pin cable.

Buzztech claims it will fully charge a laptop in 2-3 hours or an iPhone in an hour, and still have enough power left over to charge at least six more iPhones. I tested it and it seems right on the money. What the means is that if I take a fully charged unit with me on an outback camping trip with no access to AC power,

I should be able to keep my iPhone, Bluetooth and camera fully charged for up to a week.

That's just brilliant!

There are three different outputs. The 5V USB socket will supply 2 Amps of output for most small electrical devices such as mobile phones, tablets etc, a 19V socket with 3.5A output will power or charge a laptop computer and a 12V 2A output will power or trickle-charge a 12V vehicle. You could also use it to power a GPS, electric camp cooker, air compressor, gaming console, portable fridge, etc.

It comes in a zip-up leatherette case that neatly holds the unit charger, the jumper leads, all the connectors and adapters yet weighs just 977g. It's about the size of an iPad holder and I won't be leaving home without it tucked away in a backpack, tank bag, panniers or top box.

If you don't recharge the unit, it will hold a decent charge for up to six months, but it's best to top it up every three months to keep enough power for an emergency.

I expected the unit to cost several hundreds dollars, but it's only \$147 and comes with a 12-month warranty. It's so cheap you could also get one for your car or boat.

# West Ride Report

27th April  
2014

**H**i all Pyro here. Sunday started with good skies and what was looking as our best chance yet to get over Mount Lindsay Highway and the mountain and not getting wet so the intended ride route was about to change and we were going for a long one. Phoenix and I met Kim at the gas station, just missing Jak as he had just left. We refuelled and then headed for the Coffee club for brekkie, we met Jak and then Steiny showed and a short time after that Kim arrived.

We all ordered breakfast and chatted for awhile until it was time to meet the others at Maccas. Phoenix and I got there first and found Boots waiting all by himself for the rest of us. A short hello and quick word on our route for the day and we were off. First it was up the freeway to Amberley and around to Rosewood where we turn left and headed out to Aratula, following the same road we did last time. We arrived at Aratula about 10.20 am and stop for a short break and refreshments. Boots had other commitments so he said his byes and took off up the Cunningham back for Brisbane, we on the other hand decided to try and go over the mountain towards Woodenbong. Try being the optimum word, we got to Rathdowney and turned for the mountain but 10 minutes in and it started to rain and we all decided to turn around and head back to Rathdowney and just have a early lunch there. Lucky timing as right after we all get our food the whole place fills up with people everywhere.



# PYRO

LIGHT 'EM UP



# West Ride Report

About 1.00 pm we decide its time to leave but the weather still looks crap so we call it a day and head for home. Kim was going to Wivenhoe Dam to camp so he went back along Boonah Rathdowney road and Jak, Steiny, Phoenix and I head back to Beaudesert and Park ridge where we pull over for a moment to say our goodbyes.

The roads were clear with few cars and the pace was at a good speed, I didn't see any boys in blue until our run home just this side of Jimboomba and three in a row at that. It was a short run today and finishing early at about 2.00 pm. The west runs have been a little light on attendance lately but those who do attend I believe have a great time and a good run. Hope to see you on the next one. Pyro Light em up..



# North Ride Report

4th May  
2014



## By the Hurricane

**Ride captain**  
Hurricane

**Riders**  
Grumpy  
ACE  
Sarge  
Spec's  
Pyro & Phoenix

**Visitors:**  
Graeme Hofmeister  
Dave Weymark

**O**n a brisk but fine Sunday morning we gathered at the North meeting point ready for the days ride. With the 2 visitor, Graeme and Dave we headed off towards Sandgate and a 'Sunday' drive around the bays and up to Scarborough. It was obvious on the faces of the southsiders present, especially Sarge that they were truly in heaven!!!! yes - you can all come and live in the North.

We had fantastic views of Morton Bay and all joking aside, we are lucky to live in this part of the world. After cruising around the bays we headed inland for a welcome stop and a cuppa at the 'Old Petrie Town'. Fully refreshed we headed out of town a bit before turning right onto Scout Road and amble around the roads out the back the of Caboolture. I hadn't been this way before and relied on Grumpy for some directions, while he was helpful it would have been nice to get the indication to turn the corner before we got to it!, I am sure he will tell it differently. Somewhere along the route Dave, our visitor had a bit of grief and dropped his bike, luckily Pyro & Phoenix where there to supervise the 'recovery' and not much damage or hurt pride was caused. At our next stop Dave decided to call it quits and was kindly escorted back to town by Sarge who was heading home early anyway - something about watching the soccer!

We eventually came out on Old Gympie Road and kept heading North until we came to the Beerburrum Hotel where a hearty lunch awaited us. After lunch we decided to head down the highway and back into town for a relatively early finish for the day.

**Hurricane**



# Unemployment Benefits

Dear Benefits Person,

My name is Charles Wright and I live in Sydney, I would like to present before you the following story:

Many years ago, I married a widow out of love who had an 18-year-old daughter. After the wedding, my father, a widower, came to visit a number of times, and he fell in love with my step-daughter. My father eventually married her.

As a result, my step-daughter legally became my step-mother and my father my son-in-law. My father's wife (also my step-daughter) and my step-mother, gave birth to a son who is my grandchild because I am the husband of my step-daughter's mother. This boy is also my brother, as the son of my father.

As you can see, my wife became a grandmother, because she is the

mother of my father's wife. Therefore, it appears that I am also my wife's grandchild.

A short time after these events, my wife gave birth to a son, who became my father's brother-in-law, the step-son of my father's wife, and my uncle. My son is also my step-mother's brother, and through my step-mother, my wife has become a grandmother and I have become my own grandfather.

In light of the above mentioned, I would like to know the following: Does my son, who is also my uncle, my father's son-in-law, and my step-mother's brother fulfil the requirements for receiving childcare benefits?

Sincerely yours,

Charles Wright.

Jak's Inaugural

# South Ride Report

11th May  
2014



As my first ride as a south ride captain was on Mother's Day I was expecting a small turnout and thought that would not be a bad thing so I could practice the role with little pressure. Pyro and Steiny were the only two members to join me and after some breaky and a chat we headed off from Yatala to Canungra via Mt Tamborine and the goat track. We ran into a minor traffic snarl at the top of Mt Tamborine as the markets were on and the mountain is a popular spot on Mother's Day. It seems very coincidental that I have ended up on Mt Tamborine every Mother's Day for the last 5 or six years without really planning to and it always makes me think of my mum who passed away in 2003. (Love ya ma).

After a crawl down the goat track behind the world's slowest ute driver, we stopped for coffee and a chat at the Outpost cafe in Canungra.

Having solved the majority of the world's problems, we headed off towards Murwillumbah via Beechmont and the Numinbah Rd.

# UNEMPLOYMENT BENEFITS

## Personal Information

Name (Last) PUBLIC

Address (Mailing Address) 12345 MAIN STREET

E-Mail Address JQPJQPJQP@JQPJQP

Services needed UNDER REVIEW

**REJECTED**

Personal Information

Name (Last) JOHN

Address (Mailing Address) ANYWHERE

E-Mail Address JQPJQPJQP@JQPJQP

Services needed UNDER REVIEW

Subject REVIEW

Income

General Education (GED) Test Passed? Yes No

Most recent first Credits Earned

Other



At the border crossing on the Numinbah Rd we stopped for a bum rest and chatted to a woman who also stopped on a Harley Sportster. She lives in Murwillumbah and said as her husband had gone for a surf that morning she had headed over to Canungra for breakfast. We then headed down the mountain to the pink pub in Mbah for lunch.

The food and the company were good and after an hour and a half we left to head home over the Tomewin Rd. As we first started up the mountain on the Tomewin Rd there had been a shower through and the road was wet

but only for less than a km and no rain actually fell on us at any time during the ride. Once we had gone over the mountain we went through West Burleigh and on to the goodbye stop at the Coomera BP. Pyro and I said goodbye to Steiny, who had to go home to do a service on the water pump on his truck, and we then had a coffee and a chat before heading off for home. Another pleasant ride and a great day. I made it through my first ride as ride captain without a U turn so I've gotta be happy about that.

Cheers Jak

*Being a water truck driver, Steiny is very aware of the problems that can be caused by taking QLD water across the border into NSW. He therefore ensured he emptied his tanks at the border crossing.*

**AT THE START...**

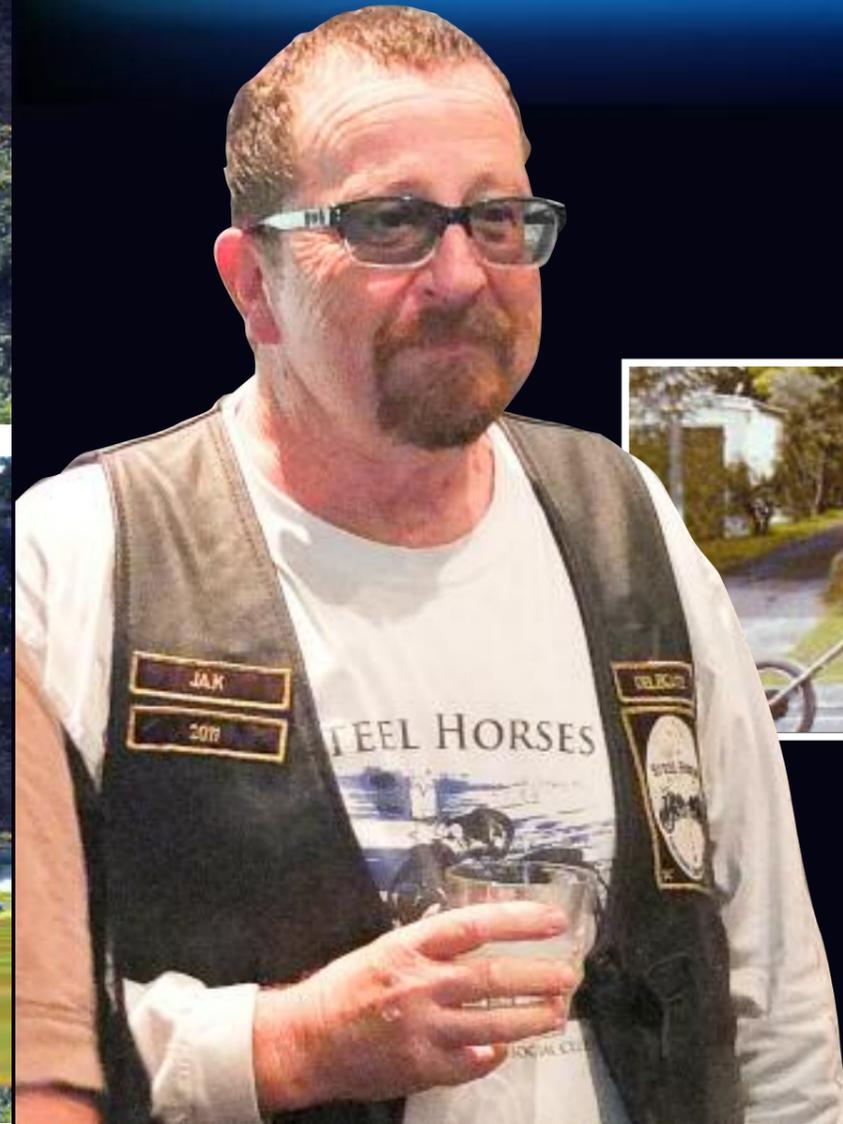


**AFTERWARDS**



# IN THE SPOT LIGHT

**JAK**



## OVERVIEW

Handle: *Jak*

My first ride on a motorbike was in : *1968*

on a : *Honda 100 postie bike*

My first bike was a : *Puch 50 that cost \$30.00*

*To put things into perspective though, for you youngsters in the club, a pint of milk cost \$0.04 in NZ at the time.*

purchased in : *1970*

Since then I've owned:

*Yamaha 50*

*Suzuki 380*

*Kawasaki 500*

*Triumph thunderbird chopper*

*Yamaha 650*

*Honda 750*

*Kawasaki 1000 ST*

*Kawasaki 1100*

*Yamaha 1100 Vstar*

*Kawasaki 1200 ZZR*

*Honda VTX 1800 x2*

*Harley Road King*

*Harley Street Glide*

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

Motorbike Clubs I've been in: *Star Riders Club*

My dream bike would be : *Harley CVO Breakout*

However, next bike will probably be a : ?



Puch 50

Hi all

**I've owned motorcycles over the last 43 years. My obsession with bikes started in my early teens and was probably because both myself and my best mate Ed had older brothers who owned bikes.**

You could get your motorcycle licence at 15 in NZ at the time and prior to getting my licence I had a Puch 50. The Puch was a bizarre creature that had two gears operated on the left hand handlebar grip by pulling in the clutch

and twisting. I must have driven the neighbours insane with blasts around the block as it was a noisy 2 stroke that wound out to probably 15000 revs in first gear and then when dropped into second would nearly stall it was so much higher.

The first road bike I owned was a Yamaha 50 and that was only short lived as a car decided to go through a stop sign at an intersection and T bar me. He left half a metre of his grill through my knee as a

souvenir and I was in the hospital for a month or so. Not to be deterred I was back on a bike as soon as I could be. The next bike was a Honda 100 that I obviously thought was a tourer, as I can clearly remember day trips with Ed of 300 ks plus. Ed was far more mechanical than me and had bought a 1950s BSA 500 single so we must have looked like an odd couple on the road although there was a vast size difference the performance was similar speed wise.



Yamaha 50

# Jak's Bikes



Kawasaki 500

After a couple of other bikes including an insanely fast Kawasaki 500 triple my Triumph thunderbird chopper was the ultimate impractical vehicle with a rigid rear end and sprung hub, but very cool and at 17 I thought it was the ducks nuts. At 21 I moved to Oz (as us kiwis are prone to do) and after a short stint on a very rough Yamaha 650 I bought a Honda 750/4 which I customized to include an 836 kit, custom paint, a (huge at the time) 220 rear wheel and apes. I loved this bike and being 21 and bullet proof I rode it like the throttle was an on/off switch. I was slowed down to legal speed for a while when I was bought in to show cause and Mr plod said apparently there was no

cause I could show to keep my licence when I had gone over the allowable 9 points by twenty two.

I owned a couple of Kawasaki sports tourers in my early 20s and then at the age of about 25 with the birth of my oldest son and crippling mortgage costs I had to give away bike riding for about 10 years or so. There was hardly a day that went by in that period that I did not look jealously at any passing bike. When the finances had recovered I was back on a bike and the one I chose was an 1100 Yamaha vstar. The Yamaha was slow and handled badly and pushed me away from cruisers on to a ZZR 1200 kwaka. While being a great bike to ride I realized that my

reactions at the age of 40 odd were not a match for the acceleration of the ZZR (proof of this to me was 180kph on the story bridge) and if I didn't move back to a cruiser I was bound to get myself in trouble one way or another.

My next bike was a VTX 1800 and after 5 years and about 60000 ks on that I looked for another bike but could not find one I liked more than the VTX bought another one. I was riding the second VTX when I met BC on the road one day and then later at Laverda, when it was at the story bridge, and he convinced me to go for a ride with the Steelhorses. Then of course came the Harley Road King and my



Triumph Thunderbird chopper



current Street Glide. I am very happy with the Street Glide and that is probably a very good thing because as I have just recently retired I cannot see any more new Harley's coming into my life and I should

have plenty of time to ride this one.

I have had several several great rides over the years in both NZ and Australia but the one that is the most memorable is when I went to the States in

2010 with my mate Jeff. We picked up Harleys in Vegas and rode part of route 66 to the Grand Canyon and up to Zion national park and back to Vegas. The first day was a surprise when we were stuck in rain that

# Jak's Bikes



turned to snow at the end of the day. With no wet gear I had never been so cold in my life. My first stop the next day was to buy wet weather gear but the weather on the rest of the trip was fine and

warm. As there were no helmets required in a couple of the states we rode in I rode with no helmet several of the days which felt awesome.

Looking forward to many more great rides

and the next big one will be the Great Ocean Rd trip that Sarge is arranging in October. It will be a hoot.

Keep shiney side up.

Cheers

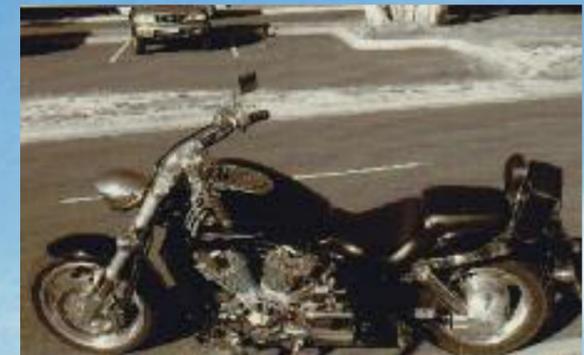
Jak.



Honda 750



Honda VTX 1800 x2



Harley Road King



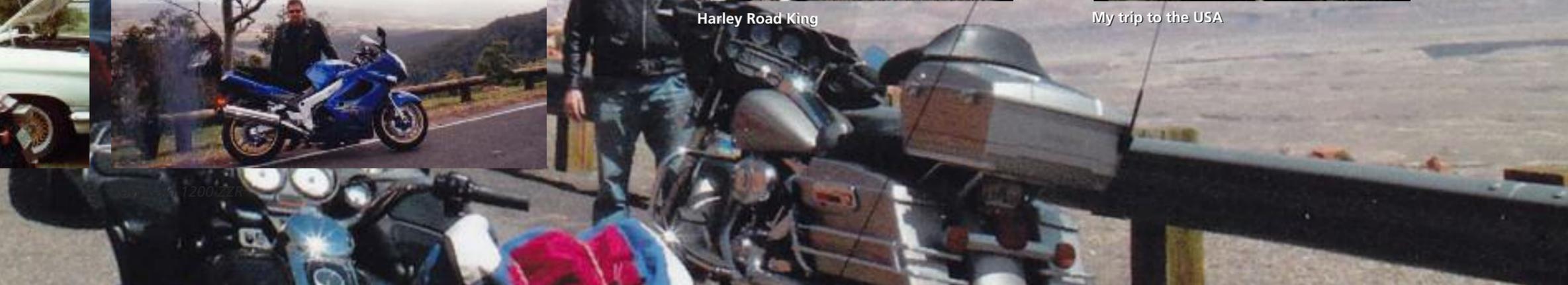
My trip to the USA



Kawasaki 1100 GPZX



Kawasaki 1200 ZZR



## Proposing Motions

**L**ast issue I discussed our club meetings. This month I would like to explain the important process of proposing motions during a meeting. Guideline 11c is the relevant reference.

A motion is a specific proposal formally put by a member to the rest of the meeting. It can be done in two ways. Firstly it can be presented to the Secretary in writing prior to the meeting for inclusion in the agenda. Alternatively, it can evolve from the discussion during the meeting, in which case the wording should be clearly formulated and given to the Secretary for inclusion in the minutes of the meeting.

Once the wording of the motion is clearly recorded by the Secretary, and understood by the attendees of the meeting, the Chairperson will ask for a seconder of the motion. A seconder is a member who agrees that the motion should be put to the meeting for further discussion and eventual voting. If the motion is seconded, it is open to the meeting for further discussion. If there is no seconder, the motion does not proceed any further, and the Chairperson continues with the business of the meeting in accordance with the agenda.

If there is a seconder for the motion, the Chairperson will open it up for discussion. The first speaker will be the person who proposed the motion, and they will present a case as to why the motion should be accepted. The Chairperson will then ask for anybody to speak against the

motion. The "for" and "against" arguments will be alternated until the Chairperson is satisfied that a fair discussion has taken place, at which point the Chairperson will ask for a vote. The issue will be resolved by a simple majority of 50% plus 1. (Unless it is a special resolution to change the rules, in which case it would require a 75% majority of those members present at the meeting). If the motion is successful, the Chairperson will declare that the motion is "carried". If it is not successful, the Chairperson will declare that the motion is "denied".

If the motion evolves as a result of discussion during the meeting, it would still require a proposer, a seconder, and a vote. The only difference to the process would be that the "for" and "against" arguments would be presented before the motion is proposed. When the Chairperson was satisfied that both sides had had fair representation, he/she would draw the discussion to a close by asking for somebody to propose a motion and have it seconded prior to taking a vote. This is a good way for a Chairperson to ensure that agenda items do not go over the planned time limit, and to ensure that no item is left unresolved.

The Secretary will record the resolution and the results of the vote in the minutes, and if the resolution involved changes to the guidelines, the Secretary will make the changes.

All discussion and debate will be conducted in a civilized manner as



identified in the guidelines covering General Behaviour (02), and Meeting Behaviour (11b). However, during the heat of debate and discussion it is easy to become diverted away from the specific issue of the motion. If this happens, the Chairperson should immediately refer back to the Secretary and ask that the motion be read aloud again so that protagonists can realign their discussion. Also during discussion, a second issue may emerge as being of equal importance. The Chairperson should not allow this to derail the original motion, and must pursue the original motion through to its conclusion. If necessary a second motion can be proposed at the conclusion of the first motion. In other words, there should only be one motion at a time being discussed.

Often during discussion of a motion, it becomes obvious that the motion will not succeed. If this occurs, the Chairperson must continue with the process and

conduct the vote. It is not satisfactory to just leave the discussion in "mid stream". Each motion, once seconded must be carried through to conclusion. It is of critical importance that the wording of motions is well thought out and is clear and specific, because they will often be the catalyst for future action. There is no greater time waster in meetings than having badly worded and impractical motions rushed through, to find out later that they are ambiguous, unclear, and impossible to implement.

It should be noted that voting by email is not allowed (Guideline 11g).

I hope that the above has been of some assistance to you, and look forward to your continued constructive participation at our future meetings.

Next month I will cover "points of order" and "dissent motions".

**YNOT**

# Barney gets old



Happy Birthday to Barney who turned 50-something last month

**Unique hi-tech motorbike helmet with built-in navigation system and voice controlled interface.**

Motorbike helmet with navigation system



Material  
Carbon fiber

Weight  
2,2 lb/1,4 kg

Final product design

***Planned launch for Australia - 2014.***

***Pre-orders being taken...***



<https://www.youtube.com/watch?v=wCfjX-KEWmA>

The user interface is going to be minimalistic and simple. The list of voice commands will be short, all commands natural and understandable by context. For the case the user is in trouble formulating a suitable command the help option is just a command ("Help!") away.

### The Challenge

Motorcyclists still need an effective navigation tool except the usual paper maps or touch-screen navigators. Using maps requires frequent stops, navigators distract the biker's attention and are not safe to be operated on the go.

There is a device that would perfectly meet the bikers' requirements but up to the present day only fighter pilots could enjoy its advantages. Yes, we mean helmet-mounted displays.

### The Solution

#### We worked a lot and now have a solution:

- augmented reality for easy and user-friendly navigation clearly visible collimated image i.e. it is always in focus, just like that in scope sights
- full-color, translucent picture is projected right on the visor like in a F-35 fighter helmet, it's safe, provides unobstructed view,

- doesn't distract attention and eliminates the need for a separate display
- supposed size of the system fits a motorcycle helmet – our helmet is going to be just a bit bigger than usual two 3000 mAh batteries for a long operation time
- microphone for voice control that keeps both hands free for driving two earphones
- light sensor for adjusting the image brightness according to external light conditions
- G-sensor, gyroscope, digital compass for head movement tracking (the picture changes according to the view direction)
- our own minimalistic interface that will be used instead of standard Android interface. Thus you will not be able to play games or watch video on the go, sorry!

### Why is the price \$2.000? Isn't it too high?

If you make a comparison with the price of a good helmet (whatever that means, it's a matter of personal taste), then add the price of a communication unit (for Internet connection and downloading of essential info like traffic, POI, weather etc. – supposed hardware specifications are going to be as good as of current high-end Android smartphones), and a price of a good GPS along with its mounting kit, the price adds up.

This is all integral, all for one price and the helmet will be made out of carbon fiber, as opposed to polycarbonate.

When the products are compared like-for-like, the price isn't quite as daunting. It seems steep at first glance.

Do not forget that we are planning to add Bluetooth headset

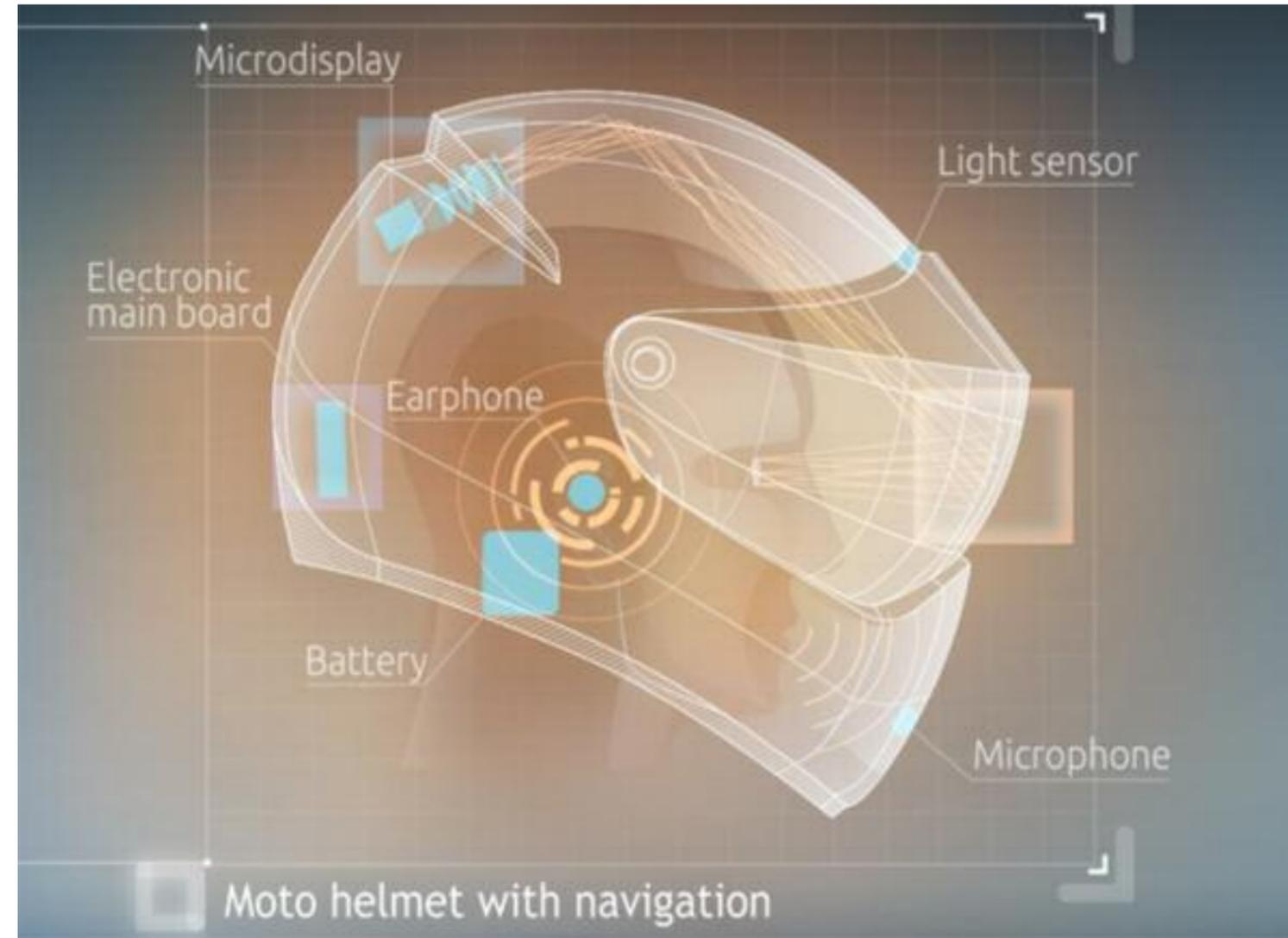
functionality and a high-resolution camera if we raise enough money. Then add a price of a headset and an action camera (with projection optics like that used in reflex cameras and with 13 mp resolution) and compare the result with just \$2000 for an integrated device.

We think, it's a good deal!

### What size will the helmet be?

The overall dimensions of the helmet will be slightly bigger than those of an average helmet (you know, we need some extra space for electronics and optics inside).

As for antropometry – we will make helmets of standard S, M, L and XL sizes, just as usual.



### What colour will the helmet be?

The prototype shown in the video is used for showing the overall dimensions and approximate shape of the helmet. Final color as well as shape details may vary. Yes, we know about industrial design and its importance.

### How much will the helmet weight?

It will weight about 1.4 kg, as said in the video.

### How do you load the map?

Maps are going to be pre-loaded, no need for downloading the maps on the go. You will be able to update maps on a regular basis.

### How well does the head-up display work on a clear visor in daylight? How bright is the maps image at night?

The image is going to be bright enough to be well visible at daytime (it's a very important point for us, be sure).

#### Time Line

- 2013, 4Q: Engineering and making press moulds.
- 2014, 1Q: Certification according to FCC and DOT industrial standards.
- 2014, 2Q: Producing a pilot batch of helmets.
- 2014, 3Q: Market launch in USA and Canada.
- 2014, 4Q: Market launch in Australia and UK.**

The image brightness will be automatically adjusted (dimmed) according to light conditions at night or at cloudy weather (we have foreseen a light sensor for it). Thus the image will remain well visible but will not dazzle your eyes.

### Will your navigation system be online or offline (i.e. will I need Internet connection to make routes)?

You will not need Internet connection for making routes. We use our own engine to do it. Internet will be required for downloading updates, traffic information, POIs and weather forecast.



Overview map can be viewed anytime your speed is near zero (showing map at high speed is prohibited due to safety reasons). POI search and display is not forgotten either.



# Event Calendar 2014

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.



## Meeting Points

**South**  
Exit 38 Yatala  
Jak  
0402 263920

**North**  
Caltex Servo Castledine  
Hurricane / Grumpy  
0406 383306 / 0418 793062

**West**  
McDonalds Goodna  
Pyro  
0413 905141



## 2014 Calendar

What really goes on at the photo shoots?



## May

- Sun 4 **North** Sandgate, Redcliff, Bribie Island, Donnybrook, Beerburrum. (230km)
- Sun 11 **South** Mt Tamborine, Canungra, Oriellys, Canungra, Coomera, Yatala (150km)
- Sun 18 **West** Amberley, Rosewood, Gatton, Murphy's 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 n Shane Webke Pub), Allora, Cunningham's Gap, Aratula, Willow bank (360km)
- Sun 15 **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, Murphy's 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.

## August

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	<b>North</b> 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, Grady's 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

## 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, Cunningham's 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 Eaton's Crossing Rd.
Sun 18	<b>South</b> Riders Choice
Sun 25	<b>West</b> Fernvale, Esk, Hampton, Crows Nest, Yarraman, Backbutt, Sommerset, Mt lorious, 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

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

### Note from Ed

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

# Merchandising



## MENS SHORT SLEEVE T- SHIRT:

Black Or White – Sizes S to 5XL or Yellow S to 3XL

**Price \$15.00 each**

## MENS SINGLET:

Black & White – Sizes S to 5XL

**Price \$15.00 each**

## UNISEX HOODED TOPS:

Black only with print on sleeve – Sizes S to 3 XL

**\$50.00 each**

## UNISEX LONG SLEEVE T-SHIRTS:

Black, White and Navy with print on sleeve – Sizes S to 3XL

**\$25.00 each**

## LADIES SINGLET:

Black or White only – Sizes S to XL ( 8 To 14 )

**\$15.00 each**

## LADIES T - SHIRT:

Black, White, Yellow, Red and Light Blue – Sizes S to 2XL ( 8 to 16 )

**\$15.00 each**

## LADIES V-NECK T-SHIRT:

Black, White, Red and Light Pink – Sizes S to 2XL ( 8 to 16 )

**\$15.00 each**

## STUBBIE COOLERS:

Fluro - Yellow, Green, Gold, Orange and Pink. **\$5.00 each**

## How to wear your patch and insignia

