

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

August 2014

VOL 6, ISSUE 8

Laverda 2014



An excellent roll up by club members made for a great day at the annual Laverda Concourse.

A HUGE thanks to Steiny who did an amazing amount of work, including the shopping, cooking and the general organisational work needed to make this day even more of a success. THANK YOU STEINY.



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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.

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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.



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





from the Coordinator's Desk

The



Report

Hi All

Just a reminder is that the AGM is on the same night as the meeting in September as per the Calendar., so come along early and catch up with all the members for a meal and drink before the meeting. The raffle this month is donated by Steiny. Thankyou Steiny

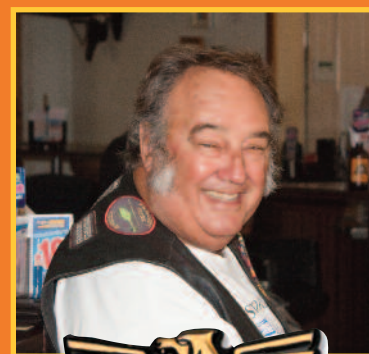
The updated Calendar for 2015 will be issued in November so you can plan your rides, meetings and events with the club for the next 12 months.

Thankyou
Sugar



HELL YEAH...

I used to ride with a chick,
but then I got hungry.



*3rd August
2014*

South Ride

Hi all,

The forecast was for "possible showers" so I thought, "how many times have I seen that forecast before?"

I headed off down to the local BP fuelled up and got the Sunday Mail and then straight to BP Yatala.

Well ! when I rocked up there at about 8.40 there was a swag of blokes there already, waiting to go. At this point, I must say that I only expected about three riders, as that was how many positive replies i got back about the south ride. I had mentioned earlier in the week that I might have Five possible visitors, and all the guys rocked up to lend a bit of support. Thank you fellers, that was very decent of you.

We had 9 riders.

Sarge, Ynot, Rowdy, Drastic, Mac, Hurricane, Yogi, Steiny and a friend of Hurricanes, Geoff, on a very cool looking Harley.

After our usual coffee and a chat we headed out to Tamborine village, Canungra and on to Advance town pub, where we had our first bum rest and a drink. After a nice rest here , it was straight down to Numinbah, Chillingham and on to Murwillumbah. we ran into some wet roads north and south of the border and we took it pretty steady through all this, but it seemed to dry out a bit just before we got to Murwillumbah. After we had nice lunch and a break we saddled up. The weather didn't look too good at this stage, and had started to shower lightly. Everyone elected not to put their wet gear on, some didn't have wet gear, so off we went. We had just left Murwillumbah and then it started to rain heavier and heavier.

I looked in the mirror and I could hardly see the riders behind me.

I felt really bad for the poor buggers on their open bikes, but after a second or two that passed, then I turned up the volume on the stereo, and opened up all the heater vents and I started to feel much better.

We had pre arranged to ride for an hour after we left Murwillumbah and stop for another coffee break, so I wheeled into the Caltex at Mudgerabah, where we all had another rest, coffee etc. Everyone was as wet as a shag, and freezing.....well...nearly everyone.

Geoff, our visitor, who lived close by, said his goodbyes and headed straight off to have a shower and thaw out. He seems like a very nice bloke, and I gave him an open invitation to join us again.

I called the ride there, and we all headed off home. Yogi and I stopped again at the BP at Coomera for a drink of water and a doughnut. I had the drink of water and Yogi had the doughnut, then we were off home as well.

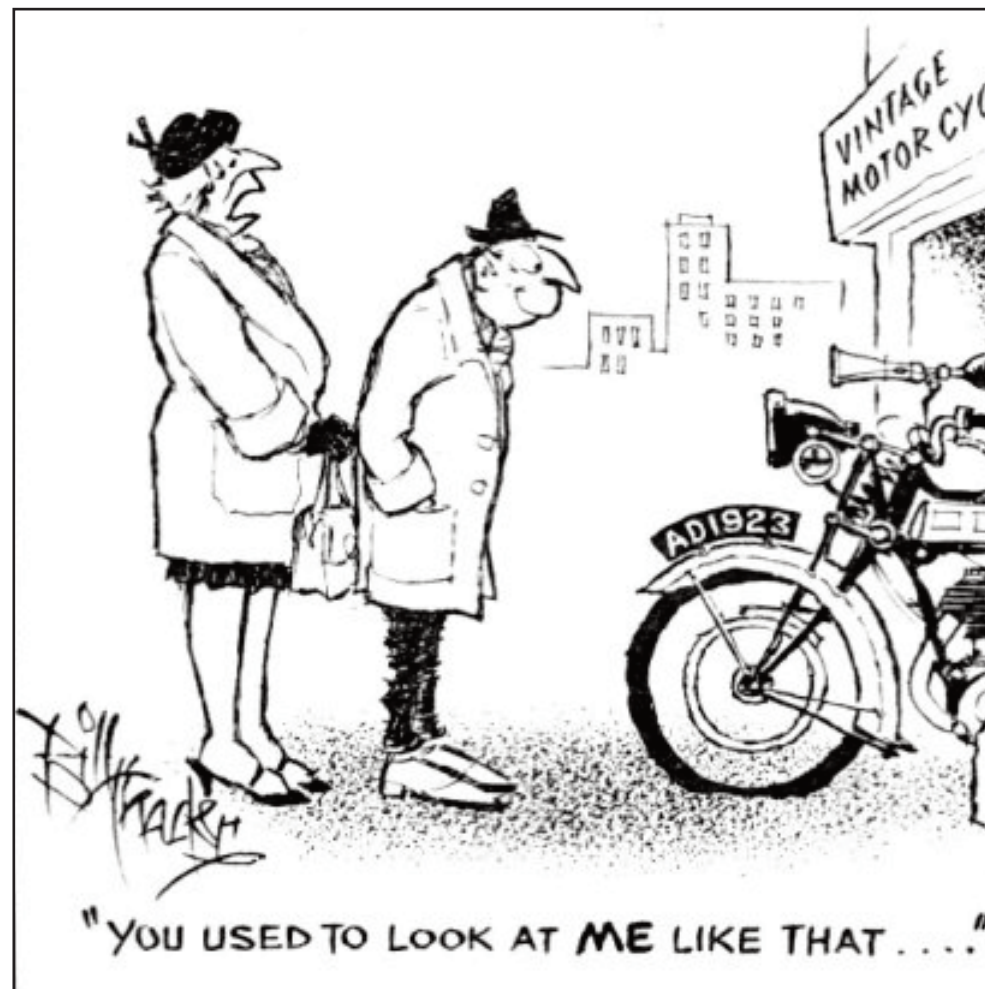
It was a great ride. It was a pity about the rain, but I suppose we have had a pretty good run, weather wise.

Another great days riding with a great bunch of people.

Cheers

Steiny

"A man has got to know his limitations"



Hi all,

Well Laverda came again, and this time I was determined that we weren't going to be paying ridiculous prices for our food and drinks. At the end of last years Laverda, I made up my mind that I would make it happen and I'm glad that I did now.

I arrived early, before 6 am, and within minutes I had a heap of helpers. I can't remember all their names, and if I mention a few and forget some, someone might be offended, so I will just say that there was an impressive number there to help set up.

With the approval of the committee, I had been on a bit of a shopping expedition in the previous week and bought a bit of gear for the club. a new BBQ with all the necessary items that go with a bbq and other bits and pieces. Not to mention plenty of food. While the boys were setting up, Mac and I assembled the BBQ and finally got it fired up and started cooking Bacon and eggs for all those present. Ace was there displaying his bbqing capabilities and his help was much appreciated. We had a big billy on the go almost all morning, and the hot tea and coffee was very welcome as it was a pretty cold day.





As the day wore on, more and more members rolled up and we ended up having a pretty good show of members and bikes, with quite a few of the public showing interest in our bikes. Boots' big Kwaka got quite a lot of admiring attention, as did nearly all the bikes, actually.

We had another cook up with snags and onions and I think everyone was well fed. As I always tend to do, I over bought in the food department because I'm always afraid of being embarrassed if I haven't got enough.

We spent a bit of club funds to make sure

everyone enjoyed themselves, and now we have a good BBQ set up for future impromptu occasions, without having to drag our own stuff from home to have one.

Going by the feedback, everyone had a good time.

I am putting my hand up to do it again next year, and try to make it even better.

Cheers

Steiny

"A man has got to know his limitations"



Harley confirms Road Glide return

Putting an end to the gossip and speculation weeks before the announcement of its complete 2015 model line-up, Harley-Davidson has confirmed the much anticipated return of its Road Glide motorcycle, with the brand new Road Glide Special.

Infused with DNA from the brand's customer-led product development effort, Project Rushmore, the sleek, shark-nose Touring model has been revealed in the U.S during special events at the Sturgis Motorcycle Rally in Sturgis, South Dakota and the National Bikers Roundup (NBR) in Tulsa, Okla.

"Road Glide has always had an incredibly passionate following, which is why its return to the model line-up is exciting for our customers and our company," said Matt Levatich, President and Chief Operating Officer of Harley-Davidson Motor Company. "With Project Rushmore technology, intuitive features and great new styling, we're delivering an improved ride for the Road Glide faithful and the many others looking for more cool Project Rushmore motorcycle options."

New contours of the famous Road Glide fairing highlight that past form and convention were put aside for the 2015 design as the model returns to the Harley-Davidson product range in its all-new form. Featuring innovative Dual Reflector Daymaker™ LED

headlights and hand-adjustable low-profile rear suspension, the Road Glide Special sets out to make the ultimate statement in custom, high-mile touring and backs it up with all the function riders demand.

"The Road Glide has always been a bike for a rider who's cut from a different cloth, a person who wants to make a statement as they chase the freedom of the road," said Mike Goche, Manager, Product Planning. "This new model respects that spirit while offering a significant improvement in comfort, and the full suite of Project Rushmore features that have been such a huge hit with touring riders around the world."

Road Glide Special

Shaped by countless hours of wind tunnel testing, the new frame-mounted Road Glide Special features a triple Splitstream fairing that significantly reduces head buffeting while still providing comfortable airflow around the rider.

Providing safety and visibility, the brilliant white beams of the Dual Daymaker Reflector LED headlamp blast through the darkest of nights.

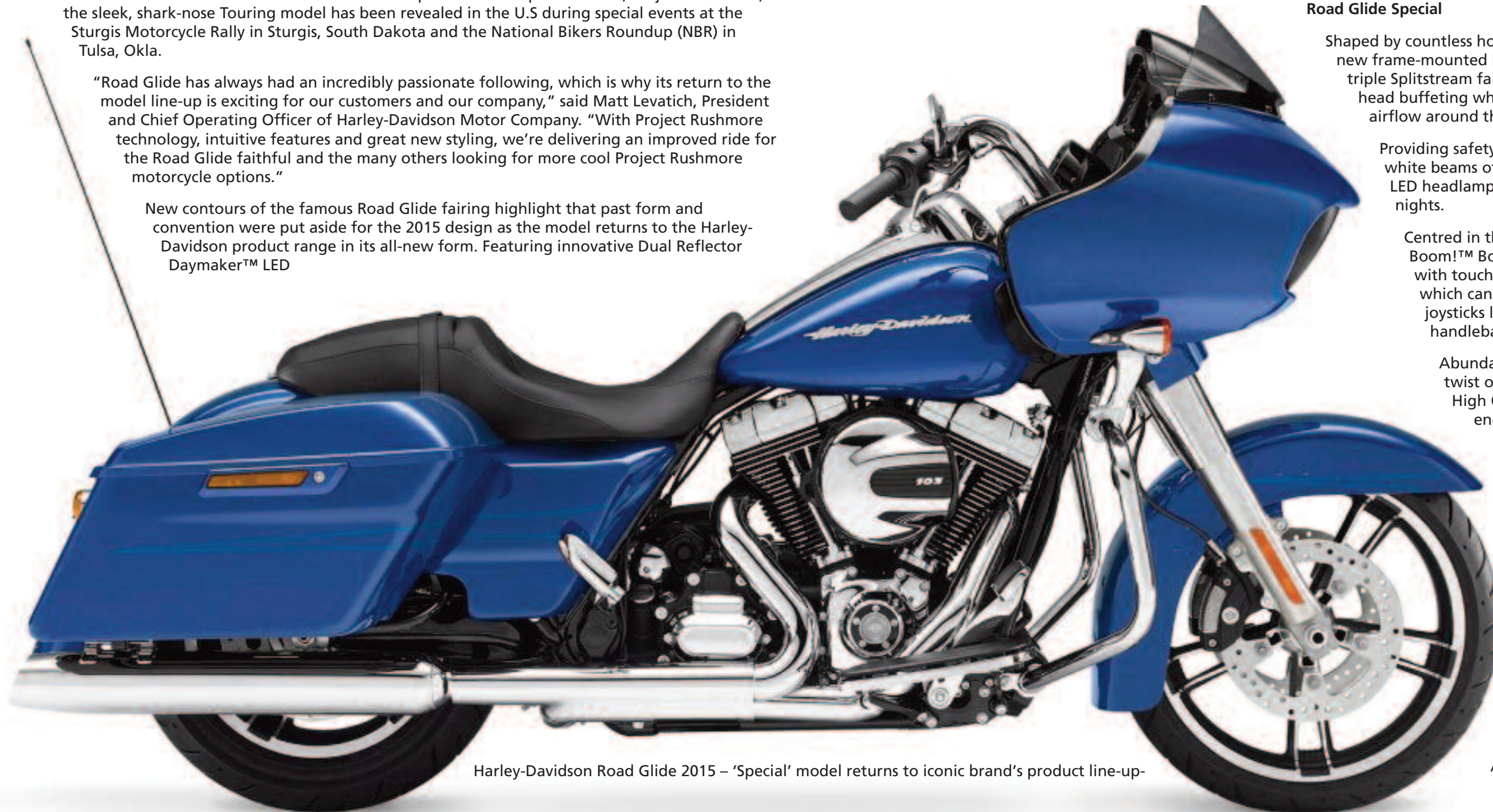
Centred in the inner fairing is the premium Boom!™ Box 6.5GT infotainment system with touch screen and GPS navigation which can also be controlled by twin joysticks located on a new swept-back handlebar.

Abundant torque on tap from the twist of the throttle comes from a High Output Twin Cam 103™ V-Twin engine that burbles through two chrome mufflers.

Touring features include One-Touch hard saddlebags, cruise control and easy-to-read gauges. For extra ride confidence the Road Glide Special features Reflex™ Linked Brakes with ABS and an exclusive painted inner fairing and hand-applied pinstriping move the styling up a notch.

The new model will then start arriving at authorised Harley-Davidson dealerships in Australia from October 2014.

Harley-Davidson Road Glide 2015 – 'Special' model returns to iconic brand's product line-up-





Motorcycle helmets

sometimes its better to take them off



IN THE SPOT LIGHT



YNOT

My first attempt at riding a motor cycle happened about at the age of thirteen when my father decided to give his aging legs a rest from peddling his bicycle to and from work and in all types of inclement weather in the UK. He lashed out and purchased a 50cc moped. He thought this was the ultimate in extravagance and would certainly make his life more tolerable especially when returning home from music gigs at 2.00 am.

YNOT in the Spotlight



He was a musician in the UK, and in addition to his day job, he played in a band at night. When the moped arrived all sparkly and new, I helped him unwrap it, and he said to me, “how does this thing work?” Being a musician he was not very mechanically minded, so we opened up the manual and together tried to figure out this new fangled mode of transport. Being an avid cyclist and having attended lots of motorcycle scrambling events in the countryside around where I grew up, I had a rough idea how things were supposed to work.

After playing around with it for a couple of hours we got it started, and I had the honour of being the first to ride it, which I did for most of the first day. However, once Dad had got into the swing of things he rapidly acquired his motor cycle licence, and wouldn’t let me near it again. I was reduced to trying to convince my more affluent friends who lived on farms to let me have a go on their pretend scramblers.

It wasn’t until forty years later, and after watching the fun that a couple of my mates were having that I decided that motorcyclists may not be the temporary Australians I had perceived them to be. One of my mates went away overseas and asked if he could leave his motor cycle at my place for safe keeping. He also said I could take it for a ride if I wanted to. As I did not have a motor cycle licence at the time, I asked one of my mates who just happened to be a past instructor with the Motor Cycle Safety Council (I think that’s the name of it) to

give me lessons. He did so willingly, and I first learned to ride on my mate’s 250cc Virago. My mate eventually got his open licence and upgraded to a V Star, so I purchased my first motor cycle from him, the 250 cc virago. I did about 5000 km on this bike, and when I finally got my open licence through Morgan and Wacker’s Q Ride program, I was eager to get into the big stuff. I did the Q Ride exercises on a rickety, wildly vibrating 1100cc Harley Sportster, which was no easy task. I managed to burn out the clutch doing the figure-of-eight exercise. I must have been one of the first through this program, because when I took my Morgan and Wacker certification to the Licencing branch at Greenslopes, they didn’t know what to do with it. It was only after I stood my ground arguing with the bureaucratic numb skulls behind the counter that I walked away with my open licence.

The next stop was back to Morgan and Wacker to get a real bike, a Harley. I test rode several bikes including a Fat Boy, a Wide Glide and a Sportster, but at this stage, all the Harleys I tested were like riding agricultural machinery, and the



attitude of the Morgan and Wacker people was so arrogant that I looked elsewhere for my big bike. I ended up at Shogun Honda in Moss St., now Team Moto and asked to take a Honda Shadow 1100 cc for a test ride. “You can only do that if you intend to buy it”, I was informed. “How can I intend to buy it if I don’t know whether I like it or not”, I replied. “Are all motorcycle sales people this stupid”, I thought. Anyway my persuasive tactics won through again and I took it for a test ride, and eventually bought it, along with \$2000.00 worth of accessories which took six months to deliver correctly and I finally paid \$1500.00 for. My first foray into purchasing a new bike left me thinking, “Why is it so difficult to buy a motor cycle?”.

I rode this motor Cycle for about five years and survived many “Oh Shit” moments. It was certainly a step up from the Virago, and was very quick off the mark. I remember the first time I filled it up with petrol. As I was leaving the service station I noticed that the lights down the road had just turned green and long column of traffic was rapidly approaching. Not wanting to have to await the passing of this long line of traffic, I gave the throttle a bit of an extra squirt, and immediately the front wheel lifted off the ground, and I took off like a scalded cat. It must have looked spectacular, but onlookers wouldn’t have realized that my pulse rate had just gone into the stratosphere, and I had nearly done something very childish in my pants. I had a new respect for the power of this motorcycle.

Armed with this new lethal weapon, I

looked at broadening my horizons and circle of riding companions. I was met at the entrance to Laverda one year by Boots who was the President of a cruiser club, and I joined. This is where I met Sarge and Steiny and all the other originals in Steel Horses, and over five years of membership served as Riders’ Rep, Treasurer, and President. This is where I learned the joy of riding and socializing with a group of like minded people, and thoroughly enjoyed myself.

It was during this period that I decided to upgrade my bike. It happened while I was awaiting for my Shadow to be serviced at Team Moto. I was in the new bike show room and was salivating over a bright shiny VTX 1300. The sales person asked if I would like to take one for a test ride. I eagerly accepted his offer. After my bad experience when purchasing the Shadow I was pleasantly surprised at this service. I took it for a ride, and returned to the show room with a broad smile on my face, and immediately asked for change over price using my Shadow as a trade in. This is when the good salesmanship deteriorated into another Team Moto (Shogun) farce. They would have to refer to the sales manager to give me a price. Two weeks later I still could not get a price out of them, so I went to Pro Honda, and within 2 hours had signed a contract for my new VTX 1300.

The VTX was my ride when Sarge and several members from the other club decided that we could do a better job of setting up and running a club than they had. We formed Steel Horses CMSC in September 2009 with about 25 original members. We opened up the club to a wider range of motor cycles than the other club and introduced a more flexible and transparent set of rules and guidelines. My love of riding has increased with the formation of the new club, and I have met a wider set of riding companions and friends. I have to agree with Boots when I asked him, “How much longer are going to keep doing this?” and he replied, “Until we

YNOT in the Spotlight

die!!" I trust that day is a long time in the future.

I loved my VTX 1300 and did 90,000 trouble-free km on it. I even started doing my own services on it, under the skillful supervision of Rowdy. As we all know, all good things come to an end, and as many of you will know I was in the market for a new bike for quite a while. Being a loyal Honda rider I was hoping that Honda would introduce a new range of cruisers onto the market. This did not happen, and all we have now from Honda is a small collection of futuristic looking Goldwing derivatives that to me look like oversized scooters. No offence Steiny, but Honda have really deserted the traditional cruiser market.

As you all know, my current steed is a Harley Davidson Heritage Softail Classic. I fell in love with this bike on the showroom floor at Gasoline Alley. I vacillated about purchasing the bike for about six months, while looking at other options, but when I finally took one for a test ride I was convinced that this is the bike for me. Immediately after the test ride I signed a contract for the new bike which included the selling of the VTX to a dealer in Townsville. This was all arranged by Gasoline Alley. There was a delay of four weeks in delivery because of a logistics problem at the Harley storage facility in Melbourne, but Gasoline Alley compensated me adequately for this hiccup. The original bike comes complete

with a screen, pannier bags, sissy bar, white wall tyres and all the leather trimmings. Since purchasing the bike, I have added a rack, a rack bag, and had a level 1 exhaust conversion. The Moroccan Gold colour reminded me of Marilyn Monroe in that famous white dress over the street air exhaust, so my new steed has been named Marilyn, and I get to ride her as often as I like. Marilyn is everything I was looking for in a motor cycle. Performance is better than the VTX, I hope she will be just as reliable.

As you can see, my riding history is a relatively short one, but I have enjoyed every minute of it, and hope that I will have many more in the years ahead.

YNOT



Event Calendar 2014

Meeting Points

South
Exit 38 Yatala
Jak, Steiny
0402 263920

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?



August

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, Gradyis Creek (Lunch), Summerland Way, Boonah, Peaks Crossing (350km)
Sun 19	North Pea Chester, Kenilworth, Ridgewood, Bororen Point, Noosa Ville, Mango Hill (320km)
Tues 21	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 26	South Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home

IMPORTANT DATES

Father's Day 7th September
AGM 21st – 22nd September
Queen's Birthday 6th October

November

Sun 2	West
Sun 9	North Kurwongbah, Wamuran, Elimbah, Nambour, Mango Hill 9230km) (232km)
Sun 16	South Riders Choice
Tues 18	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 23	West Woolloowin, Rosewood, Moogerah, Cunningham's 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 Eaton's Crossing Rd.
Sun 18	South Riders Choice
Sun 25	West Fernvaler, 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)

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

