

The Steel Horse

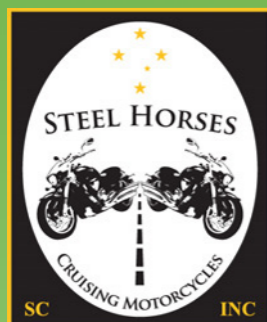
Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

September 2014

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THE BOBBER EVOLUTION





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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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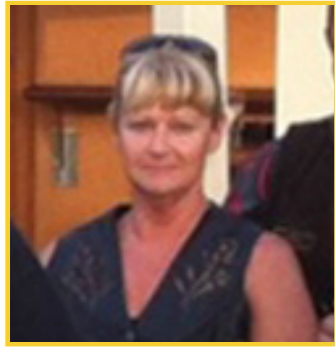
Monthly Meetings

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



*31st August
2014*

South Ride

My first west ride as ride captain was a great experience for me. Firstly, as a privilege to be asked to fill this position, and secondly, as a backup for who I believe is a very committed ride captain and long ride specialist, Pyro. It is a tough act to follow considering the planning and long term commitment Pyro is best known for so it was with some hesitation and nervousness I embarked on the task at hand.

Some pre-ride banter with Steel Horse members via email was introduced to entice a few more to join us for the day. It wasn't difficult to research a little about the areas we were riding through and in this, made it easier for me to memorise the route already in place from those that went before me. As rides go, this one was a particularly good one taking in a host of different roads and riding styles. IE: long flat country roads where you could sit back and take in the surrounding countryside, country hamlets, winding tree-lined regional roads, hill climbs and twisties, top of range highways, and some interesting landmarks were thrown in to complete the ride totalling approx 280 clicks.

For those of us with some need for a good breakfast, we met up at the goodna coffee club where at 8-00am sharp where we enjoyed each others company. Interestingly, the first rider there was a guest by the name of Neil Hawk, or Hawky as he preferred to be called. He had joined us once before on a Northern ride and decided to give Pyro a call the night before to arrange a ride with us again. He rode a very industrial 1996 VN Kawasaki with apes. It wasn't long after that the rest of the more refined Coffee Club SH riders started showing up.

From here we moved down to the official ride starting point of Maccas in Goodna where we joined a few more riders already enjoying a sub standard Maccas coffee. The following were our starting team:

Ynot, Steiny, Sarge, Rowdy, Pyro, Phoenix, Yogi, Grumpy, Jak, (Back from the States the Day before), Mac, Hawky. (Guest)

At precisely 9-00am we headed off with Ynot offering to be Tail End Charlie and we followed the route outlined below:

Goodna Maccas....Fernvale....Lowood....Aitkinsons Dam....Esk... Hampton....Murphys Creek....Laidley....Rosewood....Amberley BP Garage.

My first western ride captains gig did not go without incident. Due to me concentrating on watching the riders behind me I inadvertently almost missed our first exit off the main highway to Fernvale and had to do a fast slowdown and left turn to



South Ride



make the off ramp. I had no real issues with this manoeuvre but the trailing bikes had to do some creative lane swapping to make the off ramp. Phoenix noticed a nice man in a fourbee give the bird to a few of us for this late lane change. My official club apology for this oversight ☺.

The second incident was not my fault ☺. A nice police officer booking a motorist close to the Fernvale exit at Blacksoil directed us to veer to the right lane to let the said motorist out into the traffic flow which meant we all had to do more creative lane swaps straight after to make to left hand lane exit. We were however, rewarded by a sweeping left off ramp in a perfect arc which was brand new and fun to go around !!

After we got those incidents out of the way we all settled into the balance of the ride. We headed off to Fernvale and passed through a busy section where the markets were in full swing. We hung a left just out of town and headed out along the Lowood road that follows the upper reaches of the Brissy river. A nice little stretch where we all gave it a few little squirts to get the cobwebs out. Passing through Lowood, we then proceeded out past Atkinson's Dam which incidentally was at full capacity after recent rains. The rains too had the roads washed clean and free of dirt and oils. There are some really nice roads out there, no traffic and nice sweeping bends with good visibility all round. It wasn't too much longer and we meandered down into the small country hamlet of Esk where

we pulled up at the second pub for a bum rest and first of the days refreshments.

After a bit of banter talking about the "incidents" previously outlined, a few riders had to say their goodbyes. Rowdy, Sarge, Yogi and Jak peeled off and left us to continue on. Incidentally, our guest at this point decided that he wanted to go over the mountain and return to his grand daughters home for a visit as he is a north sider and didn't really want to end up out at Amberley later in the arvo. It was later I was to learn that Sarge was suffering silently with his popped hernia and had to limp home after tucking the offending thing back under his ribs!! Ouch!! The rest of us left Esk and headed out toward the Esk-Hampton stretch of road which had twisties going up the mountain range.

After a few road works and waiting for what seemed to be an eternity at those bloody timed traffic lights, we entered into the range twisties. This was heaps of fun as we all know. That stretch of road has developed some interesting bumps in the bitumen and due care was taken with some corners but for the most part, we all made it to the top section where a breakout was instigated and executed very well by Pyro and Grumpy ☺ We all met up at the T intersection at Hampton where we resumed the ride and traversed along the highway back towards Toowoomba where we were to find the left hand exit for Murphys Creek. We meandered back down the steep decent and onto some nice

newer roads recently resurfaced due to the nasty floods that ripped through this area and took us all the way into Murphys Creek Pub where we settled in to a lunch and a chat about all things riding. We were attended too by a gorgeous little lass with a nice attitude and even nicer jeans ☺

When we were leaving the car park at the pub, we chatted briefly to a few other older cruiser riders from Toowoomba and Grumpy gave them a few SH riders invites to join us some time. (Grumpy should have been a sales rep). They were initially attracted to my Bobber Conversion and came over to inquire about the build which is always nice to be getting complements.

Our next township was Laidley after passing through Gatton briefly. The roads out in this area are flat, long, with great visibility and surrounded by acres of pasturelands and crops. It was time to sit back and enjoy the wind in our faces. I was later to learn that our tail end charlie for the day was feeling edgy and wanted to stretch Marilyn's legs a bit but had to sit at the back of the pack just enjoying the ride.

As we pulled into Rosewood, and I was at this point 60 klms into reserve fuel, it was with great relief we saw a distant Shell Garage sign and we all pulled in to top up. I usually get 320 klms pre reserve and I hadn't filled up since Redcliffe that morning. I felt a bit like Kramer in Seinfeld when he took a car on a test drive on empty and kept on going just to feel on the edge. Exhilarating to say the least !!!

After refuelling we proceeded onto the Amberley BP on the highway where we said our goodbyes. Pyro, Phoenix, Grumpy and I went in for a coffee and a chat for a half hour or so before we set off home. Grumpy and I stayed together all the way to Redcliffe.

Was a great ride and we had some great conversations with a great bunch of girls and guys. Thanks to all who encouraged me on the day, it was appreciated and makes me want to do this again.

Until next time.....**Mac.**





**WE WANT
YOUR NEWS
BITCHES**

IN THE SPOT LIGHT



MAC

After Steiny had requested I submit a rider spotlight, and considering the fact that I had already read many of my fellow SH riders long histories and numerous bikes they have owned, it struck me that this in fact may be the shortest "spotlight" anyone has ever submitted.

I guess for the sake of this fact, I need to take the reader back to the glory days of my youth which contained more bike related content this assisting in a more interesting story. Unbelievably, my first exposure to motorcycles was my Mums trusty 80cc Suzuki step through scooter. Yes, she was a pioneer for those days riding this little buzz box all over Brisbane when the streets were far less inhabited. She was adorned with a white vinyl leather-look-a-like jacket with stretch 70's style pants with white leather knee-high boots.

Mac's Motorcycles

This bike was a constant source of fun for a young teenager. Mum allowed me to ride around the backyard for hours and hours where strangely enough, I honed my riding and handling skills by dodging the pandanus palms and the hibiscus trees strategically positioned around the perimeter of the yard. So too the old Thunderbox, (those of you who have no idea what this is can goggle it) posed another item to dodge.



Due to this exposure to bikes, it wasn't long before I was looking for the next challenge. As luck would have it, I had a mate from Tech College in my first years apprenticeship who allowed me to go bush bashing with him and he had a spare 125 Suzuki trail bike. We spent countless hours in the Cannon Hill bushland, back in the days when it was bushland, thumping through what seemed to us at the time unlimited tracks meandering through hills and valleys and dense bush. Later on in life when I checked the maps it was just a few kilometres of track but it was our world.

A few years later, when I had my driving licence, the same mate who loaned me the 125 Suzuki, introduced me the fine art of "Trials" riding. Well Hello!!! I had found my nirvana!! I borrowed my mates Yamaha TY 175 and proceeded to jump logs, scale rocks, ride through deep creeks, wheel stand up hilly tracks.....this was the best discovery I had ever made. It wasn't much longer after that first ride on a trials bike I had ordered a brand new Montesa Cota 125 from Buranda motorcycles. These were the days when they had to get one in from the suppliers in Europe.



It was a long supply.....maybe 3 months..... but when it finally arrived and I went to pick it up in the back of my station wagon, my life felt complete.

After 6 months of riding this beautiful trials bike, 2 mates and I joined the Trials Club of Queensland and started riding competitively. I started in C grade but it wasn't long before I was riding with the A graders and doing OK in competitions mainly down at a private property in Biddibida near Canungra. Some readers may recall an Australian Champion Trials Rider by the name of Geoff Gough. He was my high school mate who got me into trials riding. Sadly, Geoff has passed away now and the Trials riding fraternity still honour him with the annual Geoff Gough Trials meet.

There was a 3 year period where I rode that small trials bike every day. I would practice in the back yard, the very same back yard where years past I rode Mums scooter, round and around. My Dad laid some largish logs and made some interesting "sections" where I would entertain the neighbours with my balance skills. I could balance that bike for as long as you like without putting a foot down. I held a mountain climbing record for years riding 8 miles on the back wheel up a mountain road near Canungra. I would sometimes ride it around my local suburb of Morningside on the back wheel much to the surprise of motorists. Not once was I busted by the cops.

It was about this time I moved my youthful enthusiasms to other exploits and unfortunately, the trials bike was sold off and I started working in far away mine sites as a young fitter. I never forgot those years of my Montesa filled youth. Much later after I had moved to Melbourne and started a family, I purchased a CB110 Honda 4 stroke in pristine

condition purely for commuter to work. Back in the early eighties, in Victoria, you could ride around on L plates. I still didn't have a bike licence. I rode that beautiful little CB around for 2 years and finally sold it to a collector for more than I purchased it for.

The following years saw me purchase a few "Bush Bashers", nothing of any significance, and it was not until more recent times when a long term mate of mine known as Rowdy, talked often to me about "Cruisers". The gears began to turn in my head....sometimes crunching. I had spent 18 yrs with Sports Fishing as my passion in life but more recently, my interests turned to bikes again. After researching the internet and deciding I wanted to have a go at the bikes again, I booked myself into a Q-ride course telling no one....including my long suffering partner. It was with great pride, I had completed my Q-ride course and passed in record time of 2 hrs that I had my restricted licence. (Up to 650cc).

Wasn't too long after that, and after convincing my long suffering partner, that I purchased a Yamaha XVS650 Classic. All I knew was I want this model. I liked the looks of it and it was a LAMS bike. The largest I could ride with a restricted license.

Not long after that, I was introduced to the Steel Horses Cruising Motorcycle Club where my riding techniques were honed and I found myself improving every day.

These days, although I can upgrade to an open licence anytime I like, I still ride this Bobber and still enjoy it immensely. Ultimately, I think I will move into either an Indian or Victory but for now, this little Bobber supplies me with everything that makes life fun. It is a passion re-ignited from the early trials riding days and a love that seems to be increasing with time.

So, when we are all out there riding our bikes together and you see me riding along with you, I'll let you in on a little secret. Under that full face helmet there is a permanent grin from ear to ear doing what I love.

My Riders Spotlight may not have been chock full of different bikes but rather, chock fill of awesome experiences and the people that shared and now share my passion with me.



Biomimicry Creates New Tyres

Biomimicry is the science that imitates nature to create new products.

Resilient Technologies, a Wisconsin based company, has created a tyre that can't go flat.

Instead of using a pressurized air cavity, the tyre design relies on a geometric pattern of six-sided cells that are arranged in a matrix like a honeycomb.

It has the same ride, reduced noise levels and heat generation as pressurised tyres. The goal was to create an airless tyre with uniform flexibility and load transfer that would endure tremendous wear and tear and still perform well.

The best design was found in nature, which was the honeycomb. - See more at: http://www.inventor-strategies.com/latest_inventions.html#sthash.qpFbqt8h.dpuf



New York Biker's Ground Breaking Motorcycle Invention



Dick Briggs of Briggs Made Cycle Parts found a common complaint amongst fellow bikers. When they ride for any length of time, especially when it's cool, their hips and lower back tend to stiffen up making response time to shifting and breaking slow. It is apparently, a common complaint. Dick realized that having to lift your leg off the footrests to apply the brake was counter productive.

"Why not rock the floorboards, lets make the floorboards rock" A couple of minutes later we had given life to the BRIGGSMODE ROCKER BOARDS™ foot control alternative.

It all started with just the brake but it became such a natural movement that Dick and his team tacked the shift side also. After the first time riding with them he realized that it was not a gimmick or just another forward control but that this simple design could possibly change the way riders operate motorcycles for a long time to come.



Pyro receiving Cosmo's trophy for ride captain of the year

THE BOBBER EVOLUTION

As they continued to work with the BRIGGSMADE ROCKER BOARDS™ they found benefits to them that they had not thought about, positive things, like the fact that you no longer shift your body weight while applying the rear brake in an emergency, the motorcycle stops in a much straighter more controlled line and because you no longer have to lift your leg to the brake pedal and your response time is much quicker resulting in shorter stops. As every rider has or will experience at one time, underestimating the sharpness or severity of a corner, with guardrails on one side, oncoming cars in the other lane, other bikes in front or back of you, at a time when the rider most needs to be in control of the motorcycle, conventional brake controls require you to take your concentration off all these potentially deadly obstacles, lift your leg thus shifting your weight, no matter how little, the motorcycle rocks and changes the steering line of the front end causing the little guy with cold feet to run up and down your spine. With the BRIGGSMADE ROCKER BOARDS a simple motion like operating a gas pedal on a car you easily apply the rear brake with no leg lift or weight shift.

Some of the comments we have heard about BRIGGSMADE ROCKER BOARDS

- Their beauty is in their simplicity.
- Really clean looking

- Does away with all the shifter parts that wear out and rattle.
- My feet are big, now there are no shift levers in the way I have full use of my floorboards.
- I am always covering my rear brake, at first I thought I would inadvertently ride my brake but it doesn't happen.
- Thank you Dickie Briggs.
- Better than putty.
- Fastest easiest shifter I have ever used and it doesn't mess the toe of my boots.
- I love the angle they are set at they feel like a forward control only with floorboards.
- You are not just selling a part you are selling a concept you are trying to change the way people have been doing something for a hundred years and we think you will.
- The absolute best part I've ever put on my bike.
- And my favorite: due to a condition called drop leg I thought my riding days were over your product has let me ride again, I'm 68 years old and I feel like I'm 49 thank god for guys like you who think.



All riders who have installed the Rocker Boards™ on their bikes swear it is the best thing to happen to a Harley.

- The first pivoting floorboard shift and brake conversion kit for Harley-Davidson® motorcycles
- A revolutionary patent pending design
- Eliminates traditional foot levers
- Brake or shift using a more natural toe-down or heel-down action without lifting the foot off the footrest
- Quicker, smoother shifts with less moving parts to wear out and rattle
- An easier and faster response to braking situations
- Greatly reduces hip and knee fatigue
- Available in chrome and gloss or flat black powder coat. Custom colours are available.



Donor Bike: Yamaha XVS650 Classic. 2006.

From the onset I was committed to the evolution of this bike. I had little to no experience with cruising motorcycles but blindly forged ahead with the purchase of this little Yamaha Cruiser with a view to a transformation that I had pictured in my mind since well before the prize was in my garage. Being a new licence holder, it was with great risk I forged ahead with the purchase based purely on my internet research and a fairly good mechanical understanding and aptitude stemming from my mechanical background as a fitter and more lately, mechanical engineering.

THE BOBBER EVOLUTION

The donor bike stayed as purchased for a short time until I racked up some riding skills. (Assisted greatly by joining the Steel Horses and learning fast from the many experienced riders)

The bike had already gone through some interesting modifications from a previous owner which included the following:

- V&H Long Shot Pipes.
- An advanced Air Handling Hypercharger.
- Re-jetted Carburettors.
- Dyno Tune.

It also sported some interesting bling kindly passed on from the previous owner.

After “finding my ride balance” my thoughts took me to changes that suited my personal taste. The intention was to build a bobber style bike all along but the evolutionary process took a few turns along the way. I never really liked all the excess stuff on this bike so the first thing to go was the saddlebags. I immediately liked the look and this small act prompted me to start load shedding more.



Next I had a small deviation to the plan and fitted forward controls. These were purchased from Cruiser Customising in the States and took all of 1 hour to fit after they arrived into my garage. I enjoyed riding with these for some time as it felt completely different and suited my riding style at the time. However, with the impending major changes looming closer, I passed the forward controls onto another SH member and re-fitted the original floorboards back onto the bike. At this time I also purchased an original Danny Gray Custom Solo Seat for the bike from the States and rode with this very comfortable seat for some months. Like all impulsive purchases, although very comfortable, it wasn't in keeping with my major build plan so

eventually this seat was passed onto the same SH member for his XVS650.

The following photos show these short lived modifications.

Adjustable Forward Controls Fitted.
Danny Gray Custom Solo Seat



Adjustable Forward Controls Fitted



Danny Gray Custom Solo Seat

There were a few other distractions from my plan but they all evolved as time would dictate into the beginning of the major Bobber Changes. After much research on the net I established that the Blue Collar Bobber conversion sold by Blue Collar Bobbers in the States was my best suited option to move forward. It wasn't long after I had placed my order for the kit. Two weeks later my kit was delivered. I was really surprised with the quality of the components and the pricing was exceptional for what I got.



I specifically ordered the old-school kit that sported the 1950-60's style look. The custom leather saddle with suspension springs was the favourite item in my eyes. The front and rear fenders were ordered in a grey powder coated finish as I was undecided on final colours. (An indecision that later proved to be ongoing!!)

Not long after, I stripped the bike and assembled all the components and a day later I had a result that was very pleasing. There were some challenges with the new wiring looms but persistence and a yearning for completion saw the bike's lights all working properly. The guards were in my opinion, exactly right and in keeping with the classic 50's style and look I was hoping for. I weighed the old front and rear guards, the support framing, the old lighting saddles and brackets and amazingly I had shed 35 kgs of extra weight. The total weight of the new components was 8 kgs. The mass dry weight of the bike now is just over 200 kgs so it really lends itself to far better handling. While the bike was in the stripped down condition, I adjusted the monoshock to a firm position with a view to assist with handling. This later proved to be a good decision as it handles way better than a stock cruiser.



Now that the bike was basically complete, I started to experiment with a few colour options. I purchased a spare white XVS tank as I didn't really want to go basic black. Far too many of those around. (Although I did paint the guards black for a period of time to see how the bike looked.) The white tank ignited some creative ideas about an antique looking finish. This creative spurt was largely driven by me understanding my limited abilities with spray painting and I realised then I could incorporate a rough finish as to mimic the “antique look”. An absolutely awesome idea!! Before this was to

happen, I had to convince myself that a whitish colour was going to be the way to go. I fitted the spare white tank and at the same time, purchased and fitted white wall tyres. I also purchased and fitted some Harley Davidson western low rise handlebars complimented by 6” offset Harley risers to pull the bars back into a more comfortable riding position. Although this is not everyone's best riding position, it suited me perfectly. The great handling having wide-arse bars brings to the bike makes this a truly exceptional riding bike for twisties and the suburbs. I never really liked the drag bars that are traditionally used for bobbers. Anyway, the following photo displays the build when I “went white”!!



After riding around for a few months after going white, I grew more and more convinced this was the look I wanted. I then started to experiment with the tank. Spraying, sanding back, exposing undercoat, more spraying, sanding back, leaving impurities and dents in all the right places.....it was a very interesting exercise in finding just the right amount of mistakes to make the tank look “used and abused”. In the end I went for the antique look using an off white final coat in matt finish sanded back in places to expose brilliant white undercoat. It was then sealed with 4 layers of a matt finish clear coat.



THE BOBBER EVOLUTION

After perfecting the technique I did the same to the guards and reassembled the bike to reflect the finished result. I have been spending a few months with a few small final touches to add to the bike such as the twin 8 ball machined alloy emblems for the tank.



(Purchased from England supplier.) I hand made both summer and winter tinted Polycarbonate wind deflectors which assists in a more comfortable ride. The inclusion of a Harley Headlight with Gold Trim. The bike is finished now and I have been enjoying riding it. I have thought about upgrading to an Indian Scout of late but I would find it very hard to part with the Bobber. I would very much like to keep it but only time will tell.

This has been a long and enjoyable project for me and the result is very pleasing. I have received a lot of compliments from Steel Horse members and I appreciate the encouragement all through the entire process. I have the utmost respect for all members and I cannot express my gratitude enough for the riding experience you all have imparted to me, known or unknown, in my pursuit of riding excellence. Biking is a passion for me and it occupies many of my thoughts. A passion made even more enjoyable with your input and guidance.

Thankyou to each and every one of my riding mates.

Mac.



Jak's US Tour



Kaye and I recently went on a trip to the USA and here are some of the highlights. We flew into LA, but just spent the night in a hotel near the airport and flew on to Chicago the next day. Chicago is a city with unique architecture as it was destroyed by fire and rebuilt in the late 1800s. It had not been a destination I had thought of before

but it is a fun place with plenty to see and do. While there we went up the Sears tower which has glass cages on the 103rd floor which are interesting to stand in when you are not too keen on heights. We only got the chance to go out one night to a blues club but that was very cool and the singer was brilliant.





During our stay in Chicago we took a trip on the Amtrack train to Milwaukee for a pilgrimage to the Harley Davidson museum which was awesome and contained pretty much every Harley ever built. Milwaukee itself is a bit of a rundown place but was still interesting to look around.

After Chicago we flew to Albuquerque and picked up a Camaro hire car, which was awesome

to drive. The first couple of hours are a bit nerve wracking but you soon get used to driving on the wrong side of the road. We went to Santa Fe for two days. It is a very cool city with Mexican styled buildings. We lucked in to finding a free music session in the park one night which had a brilliant Cajun country blues band called the Imperial Roosters.



The music has high energy and the band was really entertaining. After the show we talked to the band members for a while and met Dave, a second generation ganja farmer who was very proud of his "medicinal grade" product, that he showed us and made us sniff to prove its quality. He was a nice bloke but we declined the offer to get us high.. Kaye asked if it was legal to grow there and he said that it "almost" was.

From Santa Fe we headed west, roughly following route 66 but mainly on interstate 40 which is faster and in better condition. We stopped off in Madrid which was the location of part of the Wild Hogs movie. It is an old ghost town that seems to have been revived mainly by the movie.

The first night on the road we stayed in Gallup New Mexico which is a bit of a crapper and one of the more run down route 66 towns. The second night we stayed in Winslow Arizona and after the obligatory "standing on the corner" photo we found a brilliant old hotel called La



Posada which is one of the last railway hotels. The place is full of art and history and out the back is the train track where the Amtrack trains stop for people to board. It was an awesome place.

The next day we headed to Sedona which has amazing scenery of craggy red rocks which were the backdrop for nearly every old John Wayne type western movie. While we were there we took a Jeep tour which went up into the mountains a little and that was a lot of fun.

We rounded off the trip with two nights in Las Vegas then on to two nights in Santa Barbara which were both great fun before driving back to LA to reluctantly hand back the Camaro. It was a fun trip to some places I have been before but many more that were new to me.

Cheers

JAK



Ynot explains the rules...

NOTIFYING THE RIDE CAPTAIN

The ride rules 20b, (second dot point), require that "Members should contact the Ride Captain the day before a ride to advise of attendance." The purpose of this rule is to let the Ride Captain know who to expect will turn up at the meeting point. Notifying the Ride Captain of your intended attendance is just one small part of the planning that goes into each weekly ride.

Most members expect there to be a ride every week, but few realize the effort exerted by each Ride Captain to ensure that this happens. Each Ride Captain must produce a twelve monthly ride calendar to the Coordinator and update it every three months. Each ride on the calendar must have the date of the ride, the destination, the estimated distance and anticipated time duration. To obtain this information, the Ride Captain often goes over the route to ensure that the roads are suitable and the published information is correct. If a ride is an overnight event, the Ride Captain identifies suitable accommodation and dining facilities and often makes advanced bookings. Even for daytime rides they will often ring ahead to reserve a suitable lunch location. In order to make these bookings it is necessary to know who will be attending.

Visitors are encouraged to ride with us whenever they show an interest in the club. They are also encouraged to let the Ride Captain know if they intend to ride. The Webpage asks visitors to ring the Ride Captain if they intend to ride, and any telephone enquirers are also informed to ring the Ride Captain if they intend to ride. This allows the Ride Captain to meet them at the meeting point, introduce them to the other riders, and explain the ride rules to them prior to the ride commencing.

Sometimes a Ride Captain will not receive any calls from members or visitors intending to ride, but upon presenting themselves at the meeting point they find there are members and visitors in attendance expecting to go for a ride. If the Ride Captain did not turn up, the expectant riders would be leaderless, and either have to organize their own ride or go home, thus giving the club the appearance of being disorganised. This is not the image the club wishes to convey to its members or to prospective members, therefore the Ride Captains

are required to turn up at the meeting point even if nobody contacts them to say they will be attending.

Adhering to this requirement for a Ride Captain to turn up at the meeting point even if nobody has rung can be extremely disappointing and frustrating if, in actual fact, nobody has turned up. Considering the effort that goes in to organizing the ride, it is very demoralizing, and leads the Ride Captain to think, "Why should I go to all this effort for nobody to turn up?" and "Why should I waste my time waiting for members who are not going to turn up when I could be riding myself?" Who would blame them for thinking this? The fact is though that they do put in the effort, every week, and the club promotes the fact that we have a ride every week. Therefore it is the responsibility of all members to support this effort by turning up for as many rides as you can and letting the Ride Captain know in advance that you will be attending. After all, it is assumed that you joined the club to ride your motor cycle, not merely to wear a patch.

There is only one reason for cancelling a ride and that is the forecast of inclement weather. Ride Captains are in constant contact with BOM, the meteorological forecasting website, and can make well informed decisions as to whether to cancel the ride or not. This has happened in the past, and members have been given plenty of notice that the ride is cancelled. When this happens there is nothing to stop members from ringing around to other interested members who want to ride in the rain and organizing an alternative ride. If a Ride Captain is sick and cannot take the ride, they are required to ring the coordinator who will attempt to find a replacement Ride Captain for the day. This has happened successfully in the past.

Without our dedicated Ride Captains the club would not function as well as it does. We have received many compliments from visitors from other clubs about how well organized we are. Let us maintain this reputation, support our Ride Captains by regularly turning up for rides and letting the Ride Captain know if you intend to ride.

YNOT

North Ride Report

7th September
2014



By the Hurricane

Members :

Ynot, Pyro & Phoenix
(& Kat their daughter),
Jak, Steiny



Being fathers day I was not expecting a lot of riders so I decided to try a half day ride that I figured would allow those that came long to attend functions later that day, what we should have done is what Pyro did and bring his sibling along for the ride - Why didn't I think of that @#\$%!

The ride took us along Beerburum Rd to Old Gympie Rd, then along Old Gympie Rd to the Landsborough to Woodford Rd turn off. then it was a left turn which took us back up through Peachchester to Bald Knob Rd, which is always a pleasant ride up to Maleny where Jak directed me 'in no uncertain terms' to stop at the pub for a comfort stop (pee). I wouldn't let anyone have a drink there due to my time frames and while I was

expecting some dissent none came, which surprised me. We took the Maleny to Woodford Rd and encountered a little bit of rain that, as usual blew in from the South. Being tough bikers we rode though this towards Woodford and on to the highway as our intended rendezvous was at the Murrumba Downs Tavern for lunch. This turned out to be a master decision as the lunch was cheap and delicious, just the way we like it.

There was a few comments about me being lost and the one wrong turn that I couldn't hide, but 50% of the time I knew where I was at all times.

A great day with some great people.

Hurricane



South Ride Report

14th September
2014



Attending this ride were:
Mac, Mayhem, Rowdy,
Ynot, Hurricane, Ace,
Barney, Pyro, Phoenix,
Steiny

Visitors
Mark and Chrissie

I arrived at Yatala around 8 and found Mac and Mayhem already there and about to tuck into breakfast. I spoke to them for a while then went out as first Rowdy, and then multiple other members rolled up. Yogi also came to say hi but did not have the time to commit to a ride for the day. I met the visitors Mark and Chrissie who were on Mark's Boulevard.

At 9 with the sun shining on us, we set out on the first leg of our ride with me in the lead and Steiny as tail end Charlie. We headed to Rathdowney where we stopped for a cool drink and a chinwag. Before leaving Rathdowney I mentioned I would signal a breakout from the group to which all replied "no we won't be doing that". However within seconds of the signal the temptation was too great for six or seven riders who disappeared into the horizon while I trotted along with those remaining. At the designated turnoff to Kyogle we reformed to rumble into Kyogle just before 12. I stopped at a servo on the way in to let those that would need fuel get it before lunch.

When we entered the Exchange hotel (henceforth to be on the club blacklist) Barney and I bought drinks and when I asked the barmaid if we order meals through her I got the reply "we don't serve meals on Sundays" Barney and I finished our drinks while the majority of the others went to another pub up the road.



When Barney and I were heading to the other pub we saw Ynot and Rowdy lunching in a bakery and decided to join them to save time. Apparently most were satisfied with their pub lunch apart from Steiny who sent his first steak back when he could not hear mooing.

We hit the road again with the destination Murwillumbah. The first half of this leg covered some extremely bumpy corners but all made it through without incident. After a short bum rest we headed off for the Tomewin mountain road with the exception of Mark and Chrissie, as Chrissie was suffering a bit in the lower back from too many rough corners.

Tomewin road is one of my new favs and I think it will appear in many future south rides.

We got to the farewell stop at Coomera about 3.30 and most had a coffee before we said our goodbyes and headed for our respective homes. All in all a nice ride with great weather. The only spot of water we got was from an industrial sized sprinkler a farmer had place to give us a wash.

Cheers

JAK





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?



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, Grady's 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	
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

