

# The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

October 2014

VOL 6, ISSUE 10

## Rowdy's Rant

October  
2014



Hi everyone and welcome to the October newsletter.

**I've been back on board now for a month, the committee members have brought me up to speed on all matters concerning club business, fundamentally the club is in great shape but one thing that does stand out to me is the number of "MEMBERS".**

The club has a strong Base now of good riders and I believe the time has come to get our club name out there, see if we can't encourage a few more to join us. Doubling our present numbers over the next few years should be an achievable goal. We can realize this in a number of ways such as setting up the marquee' at shows and events, passing out pamphlets and ride cards etc. making sure any guests that choose to ride for the first time feel part of the club and not isolated, from what I have observed over the years our members appear to be good at this, also Steel Horses being seen at custom shows and events. BUT (there's always a but) the committee needs your help to do this, if you know of any events, or have any ideas that may suit our purpose then

let us know, we need everyone to talk to other riders and pass out invite's when you get the chance, For example the Lions TT was held recently, it has been suggested that camping out for the Three day event would be popular and this would be a good opportunity for the club, some creature comforts may be purchased through the club for the enjoyment of all members at this and other events, As BOOTS Christmas in July is so popular and has now become an annual event then so may the Lions TT , Laverda etc.etc. Feel free to pick up Ride invite cards from the committee at the next meeting. Sugar has been busy with some social events and Poker runs in the Planning, as always she makes an effort to organize these, often at the request of members, she will be giving long notice times so please do your best to support your club. Drastic has offered his services and will join Pyro on the west rides, having two captains at each meeting point appears to work well , thanks to all the ride captains, Hope to see you all at Tuesday's meeting 21-10-14.  
Cheers

Rowdy

THE CLUB WEBSITE IS AT:

**steelhorses.com.au**

(steel horses dot com)



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Jak and Steiny

##### Ride Captains North

Mac and Hurricane

##### Ride Captain West

Pyro

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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.

October 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.



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





# West Ride Report

21st September  
2014



# PYRO

LIGHT  
'EM UP

**H**i all Pyro here, The day started like most west rides with good weather and the signs of a great day's riding. I was solo today so I met up with Steiny at the Coffee Club for brekkie and we had a visitor, Kim joined us. It was great to see Kim with his new ride, and boy does he ride it well. He kept right with me all day, at no point could I shake him.

After brekkie we went down to Maccas to meet up with all others and found that the day was going to be just us three. We left a little late giving late runners the chance to arrive. We headed up the Warrego and turn right into Mount Crosby and went around to Kholo and back out to the freeway and up to black soil, just a little detour but well worth it some good turns and very nice views. From there it was a quick run up to Esk for our first stop at the pub. While we were enjoying a nice cold drink I heard a familiar sound and looked up to see Ace pulling in and parking with us. Ace had asked for our route and decided to join us at Esk and ride the rest of the run with us. From Esk we headed up to Hampton going at a good pace, Steiny was tail end Charlie and he kept our group nice and tight. We turned right at the top of the hill and headed for Crows Nest where Ace needed fuel. We continued on for awhile and turned left on Djuoin Road (I think) and came into Goombungee from the north arriving about 12.20 pm. This is a great little pub and the food was superb, they even got Steiny's order right. After refuelling our working bodies it was back on the Steel Horses and south towards Toowoomba and the New England Hwy. This is where I planned a stop for fuel. We headed back towards Hampton and turned right and went back down the mountain to Esk, again we are lucky and have very few slow pokes in front and have a nice clean run down the hill. We pull into the pub at Esk and Steiny and Kim decide to go home via Black Soil while Ace and I opt for the Mount Glorious route for home. We say our goodbyes and go our respected ways, the run for Ace and I was clear of cars until we hit the bottom of the mountain but we were lucky as they moved over for us to let us through, come to think of it we had a few good drivers today moving over at a good time to let us by, thank you to the gods who taught them

## West Ride



good road manners. The day was getting on so Ace and I said our goodbyes on the run and went our respected ways at the Nebo turn off and I pasted a few motor cycle cops who gave me the do we turn around look. Lucky they chose not to turn and run me down. Thanks to Steiny, Kim and Ace for coming out on this ride today, though I think Ace might bring a jacket next time. It got real cold going up the mountain. It looked like rain for awhile but we never got wet. The ride was about 440 km for myself to get home and I pulled in

right on 5.00 pm. Another great ride with good friends and mostly clear weather. It was great to see Kim again and I look forward to seeing him again. Mac will be taking the next West ride as Phoenix and I are going on a three day ride on the 12th and I will miss the 19th ( north run ) as I have chosen to go on a five day ride as the GOR was cancelled. Keep safe and the shiny side up.

**Pyro**  
*Light Em Up*

# Ynot explains the rules

## THE ROLE OF TAIL-END CHARLIE

The importance of the Ride Captain is often emphasized in discussions and written articles concerning the running of the club, and it has always been the view of the Management Committee that without good, reliable Ride Captains, the club would not function as well as it does. However, there is another important role that must be performed to ensure that the ride planned by the Ride Captain goes according to plan, and remains incident free. That role is the role of Tail End Charlie. The ride rules (20b), and role for the Ride Captain (22g) require that a Tail End Charlie be appointed for every ride.

Contrary to popular thought, Tail-End Charlie is not necessarily the slowest rider on the day, or one who merely wants to float along at the end of the pack and take little interest in the functioning of the Group. An Effective Tail-End Charlie assists the Ride Captain to perform his/her role and ensures that the group rides as a cohesive, well organized group. In order to assist the Tail-End Charlie to achieve this goal, guideline number 22k is included to clearly outline what Tail-End Charlie does. The person who takes on the role of Tail-End Charlie reports to the Ride Captain or Ride leader, and is in constant contact with him/her during the ride.

The Role Summary as included in Guideline 22k is, "Tail-End Charlie is the last motorcycle in the group. He or she should be an experienced rider on a reliable motorcycle, and be someone who is prepared to put on a burst of speed if required. This position ceases at the end of each ride."

At the pre-ride briefing, the Ride Captain will announce who will be Tail-End Charlie for the ride, and will discuss with him/her the ride details including intended route, bum breaks, meal stops, fuel stops and any other relevant ride details. During the ride, Tail-End Charlie can see more of what the group is doing than can the Ride Captain. This is especially so with a group of more than 10 riders when the Ride Captain often cannot see to the end of the group. Therefore Tail-End Charlie must keep the Ride Captain informed of any relevant issues. In particular they will:

- Assist in lane changes as soon as the Ride Captain makes his/her intentions clear by moving into the new lane to ensure safe lane changing for others.
- Watch for any hazards or problems with any of the riders' motorcycles.

- Offer assistance if any rider in the group needs to pull over. If the group needs to be informed, catch up to and inform the Ride Captain. This should not be necessary if riders keep a Steel Horse in their mirror.
- If a member of the group goes down, stop immediately it is safe to do so, and render assistance and/or direct traffic.
- If any member of the group indicates that they wish to leave the group ride, confirm their intentions and inform the Ride Captain.
- If any rider seems to have a problem following the group ride rules, at the first opportunity, ask that rider if they are having problems and remind them of the relevant rules. If they persist in not following the ride rules, the Ride Captain must be informed so that they can discuss the issue with the rider.
- When the Ride Captain slows down or stops to wait for the ride to regroup, Tail-End Charlie should signal the Ride Captain that the group is ready to continue. This can be done with hand signals, a single flash of hazard lights, or some other recognizable action.
- If the group splits, Tail-End Charlie should take control of the rear group and act as ride leader until they meet up with the Ride Captain at the next stop. This is why it is essential that the Ride Captain and Tail-End Charlie have a detailed pre-ride discussion concerning the intended route and destinations.
- Watch new riders and visitors to make sure they adhere to the ride rules and observe safe riding practices.
- Tail-End Charlie must not leave the ride without nominating a backup Tail-End Charlie, and must make sure that the Ride Captain and all other riders are aware of the substitution.

As you can see the role of Tail-End Charlie is an important one for the continued success, enjoyment and safety of our weekly rides. As a regular Tail-End Charlie, it is my preferred position on a group ride and I would recommend it to anybody that hasn't tried it yet.

YNOT

# Air Filter Maintenance



There are no real set intervals for air filter maintenance no matter what your owner's manual says. How dirty your air filter gets and how often it needs to be cleaned and re-oiled (or replaced if a paper element) is determined more by your riding conditions than it is by time. The dustier and dirtier the conditions, the more often it should be serviced. Checking your filter immediately after washing your bike and before starting your engine is a great time to see how dirty it is, and to make sure that the filter did not get wet when washing your bike. If it's dirty or wet, clean and re-oil it or replace it.

Having a hi-quality air filter like a K&N gauze pleated filter is also a great way to protect your engine and to get a longer life between service periods. A K&N filter provides greater air flow because it has a pleated design that almost doubles the air filter's surface area allowing more air to enter the engine. This also provides performance benefits. Especially when combined with a high flow air cleaner assembly. K&N air filters use tightly woven gauze material

that traps even the smallest particles that your stock filter may not be able to catch. K&N claims that their filters can go 50,000 miles between cleanings under "average" conditions, but I personally would never go more than 10,000 even under ideal conditions.

A K&N air filter can easily be washed and re-oiled over and over again using a K&N Recharger Service Kit and K&N offers a million mile warranty on their air filters as proof that these filters have a long lifespan. The K&N Recharger Kit contains no hazardous chemicals. Spray on the cleaner and rinse with water. Let it dry, re-oil with the included K&N filter oil and you are good to go. I have used K&N air filters for many years on all of my street bikes with great success. Having a great quality air filter is one of the best investments that you can make and it will go a long way towards protecting your engine

Spending time cleaning and detailing your bike is about much more than just having a clean bike.



# North Ride Report

28th September  
2014



By Steiny

Steiny (Phoenix) pillion, Hoffs, Pyro (Harley) pillion,  
Grumpy (Angel) pillion, Ynot, Rick (visitor), Hurricane.

I picked up Phoenix at her place as my pillion, as Pyro was having Harley  
as hi pillion for the day and we headed over to the meeting point.

Hurricane rang me to say that he had a flat battery in his bike and asked  
if Grumpy could lead the ride for him.

So we headed off. First stop Maleney for a bum rest and a drink. then on  
to Kenilworth for a very expensive lunch.

Hurricane rang to say he was on the road and that he would meet us at  
Mapleton on our way back.

when he joined us, we headed off down Steve Irwin way past the  
Australia Zoo and stopped to say our good byes at the twin BP's

Another great ride.

Cheers

Steiny (for Grumpy)





# Long Ride 2014

By Jak

**T**he Long Ride is a fund raising ride for Prostate Cancer Australia (PCA) and occurs approx. every 18 months. I took part in and enjoyed the 2011 ride so around May this year I decided I would do the 2014 ride which was to Uluru. I had kept in touch with many of the Queensland riders and assisted with fund raising BBQs sponsored by Gasoline Alley. Riders from all over Australia participate in the ride and this year the total registered was over 420, raising an amount over \$300000 for PCA. The ride is open to any style of bike and while the majority are cruisers there were people on every type of bike imaginable. The strangest one was a 650 Burgman scooter which left one fuel stop 5 minutes before me and although I travelled a constant speed of 130kph, he was at the next stop before me.

About 90 Queensland riders met at the Amberley air force base on Sunday the 28th September to commence the ride. The night stays were to be at: Tamworth, West Wyolong, Swan Hill, Tunundra (Barossa Valley), Port

Augusta, Coober Pedy and Uluru. The 420 people do not travel in a group but people sort out who they will ride with. For the first two days I rode by myself to set my own pace, then for a couple of days I rode with a couple of guys on Yamaha XJR1300s and one on a V Strom. The rest of the time I rode with a group of 8 to 10 Queenslanders on Harleys and various other lesser cruisers (lol). Some of these guys were towing trailers as we were camping at most stops.

The total distance I rode was 7560kms and although it may seem arduous, you get into a routine on the road once the focus is only on the destination and not the distance to be travelled. Probably the most taxing part is setting up camp when you arrive, then packing up to go in the morning. All in all it was a great ride and as with all things motorcycle there was great comradery. Regardless of who you were travelling with there were always other motorcyclists to chat with at every fuel stop, camping ground and pub.



# Long Ride 2014



The highlight of the trip was obviously Uluru which was such an iconic sight to see and we went there at sunrise

when the colours change minute by minute. Another awesome sight was the salt flats at lake Hart which is a massive dry salt pan that stretches out to the horizon. Although the roads are long and straight in SA and NT

the bonus is a complete lack of policing so the only limit on the speed you can do is fuel consumption and being aware of wildlife which includes kangaroos, emus and goats. Another issue is not only avoiding road kill, but there is often wedge tail eagles feasting on it, so they are another obstacle to avoid.



# West Ride Report

12th October  
2014

Our usual ride captain Pyro, was away on his holiday ride down south adventuring into places unknown. Due to this, Pyro asked if I could cover the West ride which I eagerly accepted. There was a change of ride route for this week as the ride route would have taken us over 400 clicks and i would have ended up doing well over 500 clicks due to me living in Redcliffe :)

I decided a shorter mountain climb and scenic dam ride was the go and it turned out to be a good shorter day. After arriving at the Goodna coffee club at 8 am and enjoying a bacon and eggs breaky, no one else had turned up. I began to think I was going to be the only one:) On my arrival to the Goodna Maccas, and much to my relief, Sarge, Rowdy, Ynot and Sam were there drinking bad Maccas coffee. so there were 5 for our shortened mountain climb ride .

We took off at 9 am sharpe with Ynot Tail ending and headed straight out to Fernvale and onto Esk. The weather was awesome and perfect for riding. After a short drink and Bum break at the usual second pub, it was mutually decided to bypass the Aitkinsons Dam road and proceed directly to the Mt Glorious turnoff after circling around the top end of Wivenhoe Dam. Sam had to bail at this turnoff and head home so he peeled off and gave us a wave goodbye. That road up the western side of the range is super fun and the twisties on the way up did not disappoint. No coppers anywhere and very little traffic in either direction. Apart from Sarge stopping half way up for a pee break, am I allowed to say pee? we motored at an easy pace all the way through to the Mailia coffee/cafe where the Tuesday Mountain Men usually frequent. Was odd being there on a Sunday. Lots of bikes, none we really knew but as it passed lunchtime, we were left with a small crowd and time to chat and generally hang out with the nicest bunch of SH blokes. We all continued to solve the worlds problems amongst our small group and also talked about sex. Alot. And we decided we can also solve any issues given a cruiser sitting nearby, a table, a coffee and a few hours of deliberation.

After a few hours of this, we decided we have better cruise on outta there and take the spur road back down to Enogera reservoir carpark where we all continued on back to our respective homes.

Short report but a great shortened day of riding, talking bullshit, being respectful to the waitresses, and solving the Muslim issues.....

Thanks for the company Sarge, Rowdy, Ynot and Sam.  
(Sundays Mountain Men)

Mac



Another highlight was one from an unexpected source. One of the women in a group of 7 I was riding with on the way home had a rear wheel bearing die on her just out of Wilcania NSW, a couple of hundred kms east of Broken Hill. We asked around town if someone could trailer her bike back to town and were told "Jim will probably do that for you". He certainly did...Jim used to own the town garage but it had closed down. Not only was he there in 10 minutes to pick the bike up he took it back to his property (acreage with various dongers and an open air kitchen/party space on the banks of the Darling river) and invited us all to camp there while we waited for the part to be delivered. Jim is the

president of the golf club so we invited to take him to dinner but when we got there he refused to take any money and shouted us all dinner. When you look up country hospitality in the dictionary there is certain to be a picture of Jim.

It was a great ride which I found both challenging and rewarding. The next Long Ride is rumoured to be either Perth or Tasmania. Not too keen on Perth but if it turns out to be Tassie I know what I will be doing in 18 month's time...







# Event Calendar

## 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?*



## 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, Gradyis 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

### IMPORTANT DATES

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, Cunninghamis Gap, Rathdowney, Boonah, Peaks Crossing (375km)
Sun 30	<b>North</b> Samford, Mt Nebo, Mt Coo-tha, Kahlo, Fernvale, Mt Glorious (190km)



December	
Sun 7	<b>South</b> Yatala - BBQ Mt Coo-tha via Peaks Crossing and toll roads
Sun 14	<b>West</b>
Tues 16	<b>MEETING</b> Lord Stanley Hotel - Gabba 7.30pm
Sun 21	<b>North</b> Petrie, Mt Mee, Woodford, Gregor Creek, Esk, Mt Glorious, Samford (265km)
Sun 28	<b>South</b> Beaudesert, Kerry, Rathdowney, Mt Alford, Kalbar, Roadvale, Home (224km)
January 2015	
Sun 4	<b>West</b> Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home (lots)
Sun 11	<b>North</b> Around the Dams via Woodford, Esk and back over Mount Glorious Rd returning via Eatonís Crossing Rd.
Sun 18	<b>South</b> Riders Choice
Sun 25	<b>West</b> Fernvaler, Esk, Hampton, Crows Nest, Yarraman, Backbutt, Sommerset, Mt Iorious, Mt Nebo, The Gap, (375km)
<b>IMPORTANT DATES</b> Grandparents Day 2nd Nov Christmas day 25th Dec Boxing Day 26th Dec New Year's Eve 1st Jan	

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