

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

November 2014

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THE CLUB WEBSITE IS AT:

steelhorses.com.au

(steel horses dot com)



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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.



Rowdy's Rant



November
2014

Hi every one and welcome to the November newsletter,

Last week as I was riding along the Beaudesert road, a police car passed travelling on the opposite side suddenly did a u turn, pulled up behind me and started to follow, after a while the wail of the siren came followed by the blue lights, I've no doubt that's for me so I pull over, three heavily armed policemen jumped out and one explained "just stopped you for a random breath test sir"

After a few minutes all is clear and the officer is asking me about my club insignia and vest, and who I was associated with. The officer gave me the impression that he may not have known or understood the difference between SC (social club) and MC (motorcycle club), which was surprising considering the state Queensland is in at present concerning anti-bikie laws. After a comment from a member recently about wearing back patches, I feel I should clarify the reasons why Steel Horses (SC) wear their insignia a certain way and why 1% outlaw clubs (MC) wear theirs. Some of our members are already familiar with "road etiquette" and understand the consequences if disrespected. So over the next few issues I'll try and explain what the differences are and the reasons why we have them covered in our rule book.

Rowdy



West Ride Report

2nd November
2014



By Drastic

Mary Anne, Jak, Pyro,
Phoenix, Sarge, Ynot, Ace,
Grumpy, Angel, Kim, Steiny

11members and 1 visitor attended the ride we had 9 bikes in total which was a good turn out.

It was already muggy at 9.00am so we knew it was going to be a hot one.

We had some discussion about staying in the cooler parts of the West and had suggestions we head over Mt Glorious.

We decided to leave that decision until Lunch and reassess then as I am always flexible.

We travelled up the Warrego Hwy to Pine Mountain Rd which cut through to the Brisbane Valley Hwy which I thought was better than travelling straight up the highway.

We continued through Fernvale and turned off the Highway towards Somerset Dam.

It was then I gave the signal for a gallop of which nearly every one accepted (even Steiny at one point).

I was envious as I stayed with the riders that chose not to go (just as well considering I had 2 new unbroken in tyres) and we cruised up to the base of Somerset dam.

We met up with the rest of the riders at the base when I noticed the servo and shop had been closed down (oops).

Grumpy then told us there was a new shop at the camping area so we turned around and arrived to find that shop was closed as well!!



West Ride

This is where the heat got the better of Ynot and he left to return the way we came.

So off we went up to Gregors creek Rd where we encountered some road works and a water truck that insisted on washing the bikes on the way through.

As we were a little early for lunch we stopped at the Toogoolawah pub where it was like a scene out of Wild Hogs with Jak nearly jumping the bar for a drink...

We left after long needed refreshments avoiding the highway to Esk for Lunch.

Sarge left us for a "Family" commitment of which we found out later was his Birthday (he kept that quiet) and we had a very tasty lunch.

From here we called an end to the ride some left to head over Mount Glorious and those that lived on the west side headed home via the Brisbane Valley Highway.

A good day out.

Drastic



Ynot explains the rules

Visitors Attending Rides

One of the best ways to promote our club and attract new members is to invite interested cruiser and tourer motorcycle riders to participate in club rides. If a visitor likes the Steel Horses ride experience they can attend more rides and hopefully become a potential member. There are clear rules which apply to the admission of a potential member, and these are included in Rules 5 – 12 inclusive.

In particular, Rule 5 (a) states that; " A rider is a person who rides a cruiser or tourer motor cycle. To apply for membership, a rider must:

- (i) Commence and complete a minimum of four and a maximum of six club motor cycle rides as a rider, and
- (ii) Attend a minimum of two monthly club meetings, and
- (iii) Perform both (i) and (ii) within a maximum of six calendar months."

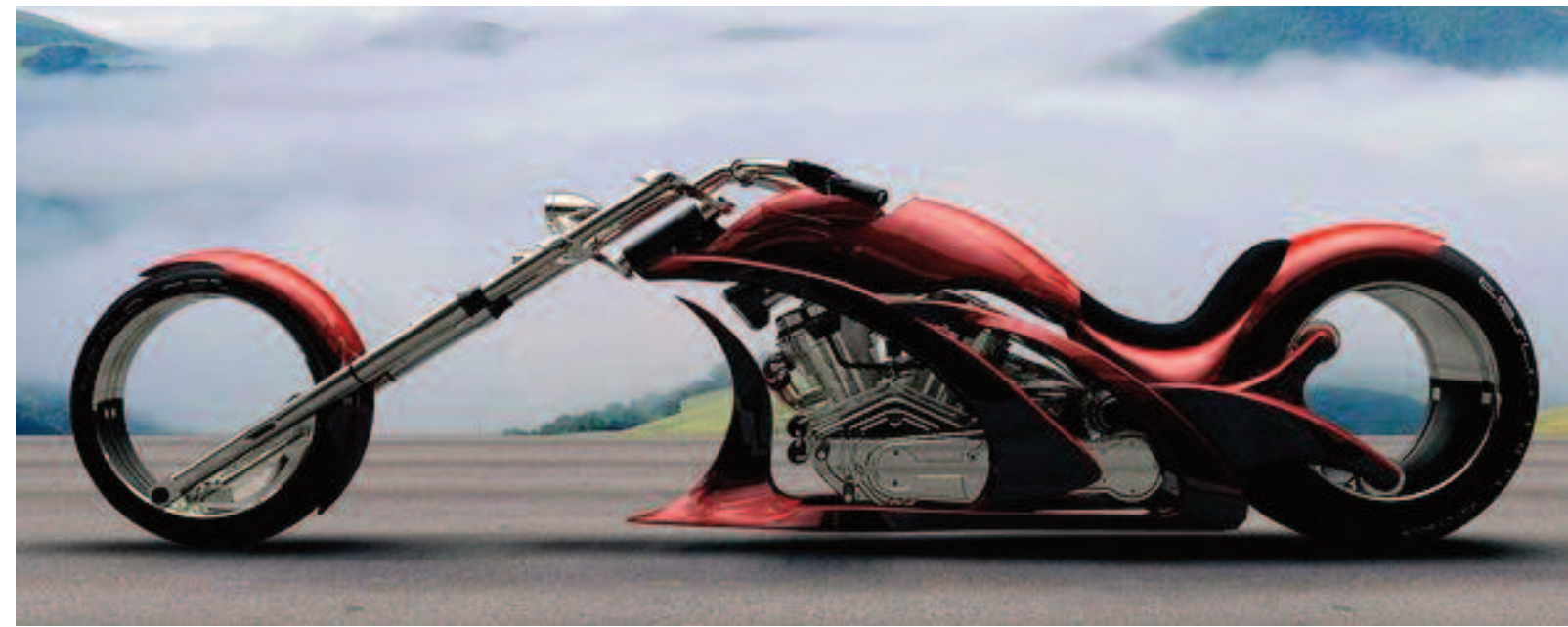
The purpose of this rule is twofold. The first reason is so that members of the club can ascertain the suitability of each potential member to the club. Items taken into account when making this assessment include riding ability, suitability to group riding, adherence to riding rules and group etiquette, behaviour at meetings, and whether they fit into the club culture. The second purpose is to enable the potential member to make their own assessment as to whether the club with its activities, rules and culture is the one for them. After a minimum of four rides and two meetings, both parties should be able to make an informed decision.

Rule 5 is written with sole purpose of ensuring that the club attracts suitable new members. It is not intended to be interpreted as being a prescription for the number of rides a visitor can participate in without joining the club. For example I have heard some members mistakenly asserting that it is OK for any visitor to join us on six rides per year. This is not the case. The six rides requirement only applies to potential members, and they must be completed in six months, not one year. Furthermore, a visitor who does not ride an acceptable motor cycle is not a potential member

From the above you can see that our club is not just a club for anybody who owns a motor cycle, but it has specific rules of entry concerning the motor cycle and the rider. The purpose of inviting visitors to a club ride is to attract new members, who are potentially willing to accept our club culture and rules. There is no open invitation for anybody to come along and take advantage of our organized rides and have no intention of making a contribution. There is a lot of time and effort that goes into running our club, and this is provided free of charge by existing members for existing member, not for those who do not qualify for membership, or have no intention of becoming a member.

I hope this clarifies the situation regarding visitors and potential members.

YNOT



Motorcycle changes: Lane filtering rules adjusted

Come early next year you will be able to filter through lanes without the fear of flashing police lights.

Following consultation with riders, motorists and road safety groups, the government has decided to make changes to the laws which surround motorcycle riding in Queensland.

From about February next year, or as soon as the Governor-in-Council signs off on the changes, motorcyclists will be able to move around stationary or slow moving vehicles, as long as they are travelling less than 30 kilometres an hour.

The act of lane filtering, which is different to lane splitting, is not illegal itself, but the current rules around it which include: a motorcyclist moving out of a marked lane; crossing a white edge line; overtaking from the left; not

indicating and not leaving a safe distance, often meant bikers broke a rule while performing it.

A trial in New South Wales found lane filtering could help ease traffic congestion and Transport Minister Scott Emerson agreed it should be rolled out in Queensland.

But it will only be allowed for experienced riders and won't be allowed in school zones during school hours.

Motorcyclists will also be able to legally stretch their leg off the bike to help avoid fatigue, take both feet off the footsteps to reverse into a parking space and turn their head to do a shoulder check.

The changes will also loosen restrictions around helmets.

Currently only helmets which comply with Australian standards can be worn in Queensland

but those which pass United States, European and Japanese safety standards can not.

For many riders it was an issue of size - Australian approved helmets didn't cater for those with larger heads.

Mr Emerson said the discussion paper his department released received 9000 responses and the changes made sense.

"Most motorcycle riders strongly supported the proposed changes, with more than 90 per cent of respondents supportive of lane filtering," he said.

Steve Spalding of the RACQ was also supportive - as long as it was done "in a safe and courteous manner and at slow speed".

"It's very much a case of sharing the road and riding in a responsible manner," he said.

"There are some situations, such as when large vehicles are queuing, where it is safer for the motorcyclist to wait rather than try and squeeze between them and put their safety at risk.

"Just as it is important that motorcyclists filter at a safe speed, motorists can help improve the safety of the rider by carefully checking their mirrors and indicating before changing lanes as the traffic starts to queue."

Mr Spalding also said the changes needed to be followed with an adequate education program, to raise awareness and understanding "of what the changes are and how they will affect both motorists and motorcyclists".



Dress for the crash, not for the ride

The brain is the most complicated and fragile organ in the human body, so it's vital to invest in a safe, well-fitting and appropriate helmet. Here's a few tips

It may be tempting to put fashion and price ahead of dull attributes like EU safety standards, but you need to consider the whole package when buying a new helmet. Government advice says it will last five years, so it makes sense to choose well.

Chris Sackett, vice-president of Bell Helmets, sums it up nicely when he tells me: "Dress for the crash, not the ride."

"We always recommend full-face helmets, the more coverage the better. You're definitely going to have more protection. Not everyone wants to hear that, a lot of folks out there want to feel the road," he said.

The first thing to check is that a helmet passes either British or EU safety standards. The easiest way is to look at the SHARP website run by the Department for Transport. This shows which standards a helmet meets and the results of independent crash tests - every lid gets a star rating from one to five, with higher numbers being safer.

Next up is fit. Even the safest helmet will fail you if it's so loose that it comes off in a crash - sobering EU

research shows that this happens in 12 per cent of accidents.

"If you have improper fit, the helmet's not going to do the correct job. The helmet's going to move around a lot, it's going to buffet, it's going to create problems with fatigue, tension in the neck. You don't want the helmet rotating around," says Sackett.

"You want it to be snug, almost to the point of being uncomfortable. You only want the skin to move, you don't want the padding to move against the skin, this would mean the helmet is likely too big. It's really important to find the helmet that fits your head the best. You've got different head shapes around the world, they have anomalies. You could have a lump on one side and not on the other."

When you try one on in a shop you should keep it on for a few minutes. It may be a bit embarrassing, but it could show up uncomfortable pressure points that aren't immediately obvious.

Another thing to consider is colour and design. A matt black bike with matching leathers and helmet may look pretty cool, but you won't be very visible. And with lots of accidents being caused by drivers pulling out from side roads without spotting oncoming riders, this is well worth considering.





Predator vs Batman

"It's important from a safety aspect that you purchase something to make you more visible," says the Bell boss. "Not everyone wants a bright orange helmet, but picking something that's got some contrast allows motorists to see you."

Once safety, fit and colour are sorted, there are still a few things to consider: ventilation, for one. In hot weather you need good airflow to keep cool, but you also need to be able to close that off when it's cold and rainy. There's only so much you can do to test this in a shop so reading reviews of your helmet shortlist is a wise move. They will also be able to tell you how noisy the helmets are, which is a function both of the shape and finish of the product, and what bike you ride.

Removable liners are another nice feature to look out for. As Sackett says, "these can get pretty grimy, especially if you're riding every day". Being able to remove it once in a while and pop it in the washing machine could make life on the bike far more pleasant.

Here in the UK we also need to be pragmatic about wet, clammy days, where visors can steam up. The Pinlock anti-fog system is currently very popular and available for a wide range of helmets. If your choice doesn't come pre-fitted with something comparable it may be worth investing a few extra dollars.

North Ride Report

9th November
2014



By Grumpy



Ride Captain- Grumpy

Riders- Jak

Hoffy

Pyro

Pillion- Phoenix

Tailend charlie- Ynot

Hurricane has asked me to take this ride as he has injured himself and can't ride also Mac is unavailable.

So the ride was as per the calendar, stopping at Beerwah for drinks and the Woombye pub then back down

the highway to the twin BP's to our goodbyes. Those that missed it missed a great day out.

Cheers

Grumpy





MOMS OF ANARCHY

That's right.. they're bad!

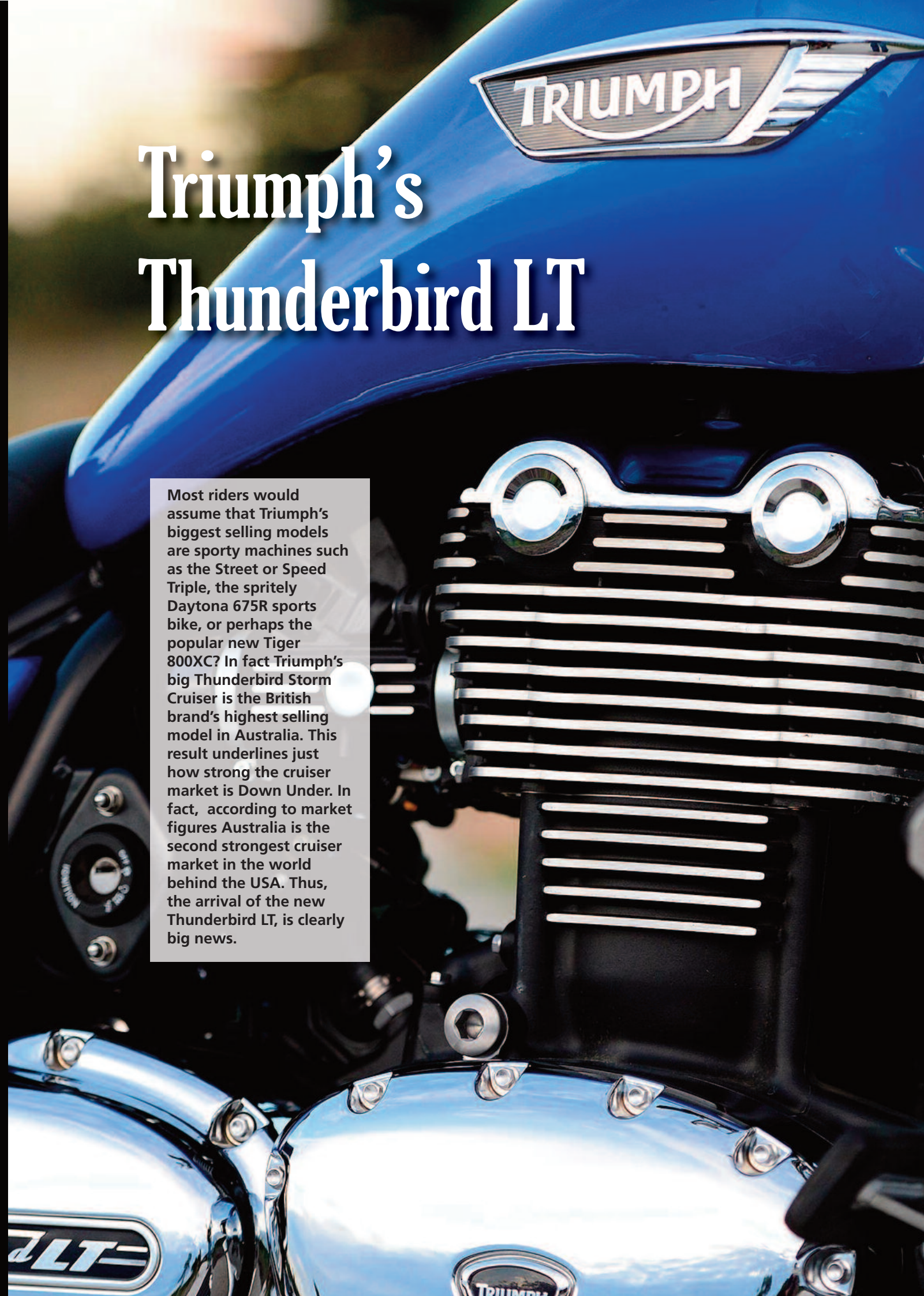


PAVEMENT

It's just as hard whether you're dressed for it or not.

Triumph's Thunderbird LT

Most riders would assume that Triumph's biggest selling models are sporty machines such as the Street or Speed Triple, the spritely Daytona 675R sports bike, or perhaps the popular new Tiger 800XC? In fact Triumph's big Thunderbird Storm Cruiser is the British brand's highest selling model in Australia. This result underlines just how strong the cruiser market is Down Under. In fact, according to market figures Australia is the second strongest cruiser market in the world behind the USA. Thus, the arrival of the new Thunderbird LT, is clearly big news.



“Thankfully, Triumph did allow engineers to dictate function over fashion...”

And the LT is big! Boasting the largest parallel twin in the world and tipping the scales at 380kg, it's a monster of a motorcycle. LT stands for 'Light Touring', with the 'Light' obviously not referring to weight, but indicating that while the Thunderbird LT is indeed a 'bagger', it's not a full dress touring machine. When it comes to touring however the LT, with its standard luggage and best in class seat, is an infinitely more practical and comfortable choice than most cruiser machines.

Thanks to easily removable leather bags and screen the LT also cuts a very fine figure in the city. In fact, when the separate pillion seat is left at home, along with the bags and screen, it is actually a quite beautiful motorcycle. Particularly in the Caspian Blue / Crystal White colour combination, which works particularly well with the bold whitewall radial tyres, spoked rims and slashes of chrome. With only a huge single cylinder visible from each side of the machine the Thunderbird also marks quite a visual departure from the de-riguer big v-twin that is the norm for the class. This immediately makes the Triumph stand out as a little bit different, it looks solid and it works.

TRIUMPH



At 1699cc and sporting huge 107mm pistons the Triumph does however have a nice bit of thump to it, aided by its 270-degree firing order and off-set crank pins. However, it doesn't exhibit quite the same degree of theatre that a big twin enjoys. Perhaps that is emphasised by the fact that the Triumph engine is so well polished and simply goes about business without fuss, but with 93hp at 5400rpm and 151Nm of torque at 3550rpm it does carry a fairly big stick. A conventional throttle cable instead of ride by wire to control the pair of 46mm Mikuni throttle bodies means that there is no cruise control on the Thunderbird, but throttle response and fuelling is hard to fault. The only real criticism I can make is that on a hot day heading back into Melbourne the big twin radiated a very uncomfortable amount of heat when waiting at traffic lights.

The lack of the need for separate primary and

Triumph's Thunderbird LT

secondary drives thanks to the integrated helical cut six-speed gearbox also helps to reduce mechanical noise. The gearbox and clutch work well and drive is transferred to the sensibly sized 180/70-16 rear tyre via a toothed belt, the latter a choice dictated by market research rather than engineering concerns.

Thankfully, Triumph did allow engineers to dictate function over fashion when it came to tyre sizes, the LT's comparatively narrow tyre package and 56-spoke rims helping to endow the machine with surprising nimbleness. Eager riding quickly touches down the floorboards but fairly rapid progress can be made while keeping the undercarriage off the deck when a more sympathetic riding style is employed. Stability is good, steering effort reasonable.

A trio of 310mm discs are fitted, the pair up front clamped by Nissin four-piston calipers, the rear a single-piston Brembo, all of which are supplied their fluid via braided lines. At first I thought the brakes required a little too much effort but as the kilometres rolled on they got much better as they bedded in. Chrome shrouds surround the 47mm Showa

forks that dealt well with our simulated emergency stops, where the LT also demonstrated a well tuned ABS system that does not intervene too early.

Comfort is an area where Triumph have put in plenty of work. A full 95mm of high-density, dual-layer seat foam is well shaped and supported by a smartly positioned lumbar support pad. The seat cover is made from a special material that while helping to hold the shape of the seat also offers some elasticity which helps reduce any pressure spots. Sure, most of that preamble is from the press pack, but my bum thought the Triumph perch just wonderful, ranking it as one of the best seats in motorcycling. Clearly a lot of work went in to this area and it has paid dividends. The generous, for a cruiser, 109mm of rear suspension travel, dual-rate springs and five-way preload adjustable Showa shocks help things further. It takes a really big hit for the rider to cop an uncomfortable blow and the springs are designed to cope with the additional load of luggage without getting out of their comfort zone. We didn't sample



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TRIUMPH

the separate pillion seat but Triumph's guff suggests that it sports the same construction methods as the rider's, so it should be good. The optional backrest would help to keep your pillion happy.

At 700mm the seat makes climbing on or off the LT a simple affair. It also helps with any tricky car park manoeuvres and the LT is never too imposing when things get sketchy. The switchgear is fine and the foot controls include a heel-toe shifter. Personally, I can't stand highway pegs but for those that love them Triumph has fitted them as standard. At least the Triumph seat is good enough to cope with the coccyx loads that riding with your feet on highway pegs imposes on your lower regions. The regular footboards work just fine and are at a natural angle,

Outside of the traditional Bonneville and Thruxton machines I can't say I have ever found Triumph's fonts and design work on their instrumentation and binnacles at all aesthetically agreeable. Unfortunately, for me, the Thunderbird LT also goes in the same boat with the speedo graduations and Thunderbird

logo looking pretty naff, despite its heritage value. It all functions pretty well though and includes a clear easy to read conventional fuel gauge alongside a handy LCD which includes a variety of trip computer functions that can be cycled through via the handlebar switchgear. It also helps that the instrument binnacle is raised at an angle on the top of the 22-litre fuel tank that doesn't require the rider to completely take their eyes off the road in order to view it. The mirrors are great and vibration free.

Our test machines were fitted with the optional 'Quantum Coated Touring Screen Blade'. While we have no idea what Quantum coated means we can tell you that the Touring Screen is 165mm wider than the standard offering and is remarkably stiff with no flex visible at any speed. I am not in a position to rate the standard screen, which is a smaller look over affair, but I can tell you this \$275 optional screen is bloody awesome. The screen is also beautifully simple to remove or install on the machine in a matter of seconds.



Triumph's Thunderbird LT

It just simply pops on and off a set of attractively finished turned steel mounting bobbins. Our bikes also scored the optional polycarbonate lower air deflectors which mount directly to the screen and command a reasonable \$175 premium. The generously sized 28-litre saddlebags are not quite as simple to remove and do require tools but again this is only a five minute job at worst, and along with the removal of the pillion seat does wonders for the machines aesthetic appeal.

The Thunderbird LT really does boast seriously impressive touring credentials and is a very well rounded, and finished, package that at \$23,490 (plus on roads) stands out as perhaps the best value cruiser offering in the marketplace.



TRIUMPH

Pyro's Solo Run

19th October
2014



PYRO



Hi All Pyro here,

I left home Sunday the 19th about 7 am and rode straight through to Warwick and stopped for fuel and a short bum rest. The road thus far had been fine, the ride to Stanthorpe was good and all the way to Texas for another fuel stop and short stop for a body refuel. Left Texas about 11.30 local time and headed to Yetman. Now this road was crap, more than 50% of this road was 4x4 country. The run to Warialda was no better and by Warialda I had to stop for a rest and some lunch. Now I was in NSW so I lost an hour and it was after 1 pm. The road to Bingara from here was just as bad and made the end of the day a bust, so as I came into Bingara I turned left and took a ride towards Copeton Dam and a more enjoyable road to end the day. I travelled for another 30 min towards Copeton until my fuel started to run low so turned around and went back to Bingara. 550 km for the day getting in about 4 pm local time. refuelled the bike for the next day and settled in the hotel. As the Pub didn't feed you Sunday night I went to the RSL for a



lovely meal and drink. I believe that in the future from Texas the best route would be to go down into Inverell and come the back way through Copeton Dam. Phoenix and I did this road the other day and it was a great run.

Day Two 20th

After Brekkie I tried to leave early but I think I flooded the M90 and had to ask for a jump start from the guy behind the bar, nice bloke and very helpful. I was a bit worried from that point but had worked out I flooded the bike when I kicked the stand down and shut the bike off while it was still warming up. I know not to do that again. I left about 9am and headed for Tamworth where I filled up with fuel and a cold drink and snack. From there it was to Muswellbrook. The road to there is about a 5 out of ten. From Muswellbrook to Denman was ok but from there I got turned around by my Nav system and missed the turn to Kandos. It took me all the way to Mudjee which missed route 124 and that was my whole reason for going that way, that added about 100km to my trip and when I

worked out I had missed the turn off I was very upset but the day was getting on and I just made it to Mudjee on fumes. When I came back up to Rylstone my Nav system tried then to turn me back the way on to route 124 only another 50 km in the wrong direction and then back again to where I was standing. So I missed my route, in hindsight I should have just gone and spent the extra hour on the bike. Man do I need another



Navigation system. The ride from Rylstone to Kandos and Bathurst was great and really made a good end to a long day. I arrived at the Knicker Bocker Hotel around 6.30 local time and went about getting settled for the night. This was a good pub with really friendly staff. And they allowed me to store the bike in their bottle shop drive through. I had a great meal and even had trouble finishing it. The pub is right across the street from the memorial and the town clock which chimed until 10 pm. My night in the pub cost me \$75.00 and included a cooked breakfast which I could not finish. The staff were great with lots of advice on getting to Mount Panorama the next day. The room was a double with a/c and ensuite. I would recommend them to stay at. About 600km for the day because of the detour.

Day Three 21st

After breakfast that I could not finish I headed for the race track to do the whole tourist thing and ride around the track, the locals all said not to speed around the track as they police the speed tightly. At least I was not the only tourist there as I saw many others doing the photo thing but I was surprised at the number of locals walking around the race track. I went race direction first and then turned around and went backwards and to tell the truth, I was a little disappointed in the track. It was ok but going around at 60km is slow and I did not get the kick out of being there that I



thought I would. Well at least I can say I have done it. Tick that off my bucket list. I refuelled and headed out of town around 9.15 and turned right from the freeway and rode to Tarana and the back way into Lithgow. Now this was fun, small back roads twisting through the mountains and farm land, this is where it started to rain lightly and I got changed into my wet weather gear. Route (33) gets a tick and the Pyro approval for twisters. Made Lithgow a little after 10 and stopped for fuel and a bite. From

Lithgow I took route (16) and over Mount Victoria and Mount Wilson and into Bilpin. It rained here and visibility was a bit bad but the road was in good condition and the traffic was moving well, by the time I got to Kurrajong the rain had passed and the ride through Route (31) the Putty road was just fantastic and one I will be edging to do again. It truly was like riding through a different country, the forest changed and I don't believe I have seen anything like it. Going through Howe's Valley into Singleton was the best part of the day's ride. In Singleton I refuelled and had a bite then headed for Dungog and for my night's destination

Gloucester. Now this is where things got interesting as my Nav system turned me left and over I think Monkerai National Park. Now I was having a great day till up until then as this was 4x4 country and by the time I realised this little bit of dirt was a 25km mountain track up one side of

a mountain and then down the other I was committed. I spent a good 45 min in a cold sweat, if I fell here I was stuffed and a flat would be just as bad. The road even had a detour taking me through farm land and cow



infested roads where I nearly had a new head ornament, but I finally found bitumen and a sign saying I was 20km from my destination. I pulled into Gloucester about 4.00pm and found the Roundabout Hotel straight away and settled in. As I was unpacking I struck up a conversation with some road workers and they were surprised that I made it over the mountain on the bike, I said me too. The roads on routes (33, 16, 31) made the day well worth the ride, it was

headed up Thunder Bolt Way. A lot of work has been done on this road and all the way to the top of the mountain was a joy. I stopped at this marker and had a chat with a couple going to Dorrigo for a festival that weekend, looking around I keep thinking that no picture could do justice to this land and the lady said the exact same thing like she had read my mind. The ride down the north side of the range was fine with some great little turns and real good roads, but



a great day's ride even with the hiccup. I would not recommend the Roundabout Hotel to stay at, the bed was crap and I needed a good night's sleep after that run. About 460 km for the day and the bike was running great.

Day Four 22nd Wednesday

I awoke to a beautiful day but cold, very cold. It didn't warm up until after lunch time. I left Gloucester about 8am and with a full tank

when you get to the valley the road gets a little rough, not enough to spoil the morning ride but enough to dampen the mood. I met a bloke named Steve on a Honda VF 900 at Walcha and got to chatting over Brekkie. He'd just come from Coffs and was heading for Tamworth. It was nice to talk to another biker. The lady at the Walcha Royal Café said after they had finished the road works on the far side of the mountain they were going to fix the road in the valley, here's fingers crossed. After saying goodbye to



Steve I looked up to a beautiful blue sky and got goose bumps. The Oxley was next and I was edging to get going. I headed along the long boring run out of Walcha and along the freeway until I got to the good stuff and low and behold I came up behind driving Miss Daisy. Now that just won't do so I passed him quick and without hesitation, and from there on I pretty much had a clear run all the way along the Oxley. There were a couple of road works along the way but I sailed through two and pushed my way to the front on the other two. I must say that this was a whole new experience doing this road in dry and good weather and without a flat makes a difference too I bet. This was about an hour of twisties and I was loving it. I didn't stop until Wauchope and this again is where our trip goes astray. I left Wauchope and travelled up the freeway but not without the Nav system trying to send me bush again. This run up the freeway to the turn off to Dorrigo was boring and can I say it again, Boring. I think I would have preferred to go back the way I came and go up into Uralla and Armidale, turn right and go to Dorrigo that way. The ride along Waterfall Way was great fun and when I got to Dorrigo I just kept going all the way to the Armidale turn off and turned around and back tracked Waterfall Way to Dorrigo. Got into Dorrigo about 5.45pm. I am sitting on the verandah of the Hotel and its almost 7pm and still light. I travelled another 500km today and the bike went fine. I rode route's 35, 30, 36 and all are well worth the ride, and as I said before the scenery is breath taking, you could shoot hours of film and still not get enough. The Dorrigo Hotel was a great place to stay, the room was fantastic and the food was great, I would stay there again with no worries.

Day five 23rd Thursday

I awoke today to another sunny and cloud free day, ate breakfast then packed my bike ready for the ride home. I was standing next to my bike and I have been starting the bike while on the side stand and letting it warm up while I get

settled with my gear. This morning I start the bike idle it for a moment and then let the clutch out, now my bike like most others today has a safety switch on the kick stand and the clutch and they work in with the gears, so what happened next should not ever happen. I let go of the clutch and the bike jumps forward off the kick stand and knocks me over as well. All I could do was laugh, a bloke who saw what happened came to my

assistance and helped me get the bike off the ground, luckily I had the saddle bags on and that I believe saved the bike, not a scratch, man was I lucky. I thanked the fella who helped me and started the bike again and was a little more careful when letting the clutch out. I left Dorrigo about 8.30 local time and headed straight up route (120) to Grafton. I left Grafton and went north for Casino and here I decided I had enough and went for the freeway going through Lismore. At this time I just wanted to get home for my own bed and my lovely wife. Once again I hated the ride up the freeway and wished I'd gone to Rathdowney via the Lion's Road but I got home around 12.20. I travelled 2700km in five days and the bike went



like a dream. I found that when the thought of coming home hit I just wanted to get there asap but I was still feeling good and can't wait until the next four or five day ride. I was able to strike off some of the rides in the Hema Motorcycle Atlas but there are still plenty more. The Great Ocean Road still calls to me and I must get there. Well I hope you all enjoyed the brief overview of my five day solo ride to Bathurst and back. I did roads worth another look and some I never wish to see again. Anyway stay upright and stay safe. Hope to see you all on the next club run and the next club meeting.

Pyro,
Light Em Up



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?



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 Iorious, Mt Nebo, The Gap, (375km) |
| IMPORTANT DATES Grandparents Day 2nd Nov Christmas day 25th Dec Boxing Day 26th Dec New Year's Eve 1st Jan | |

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

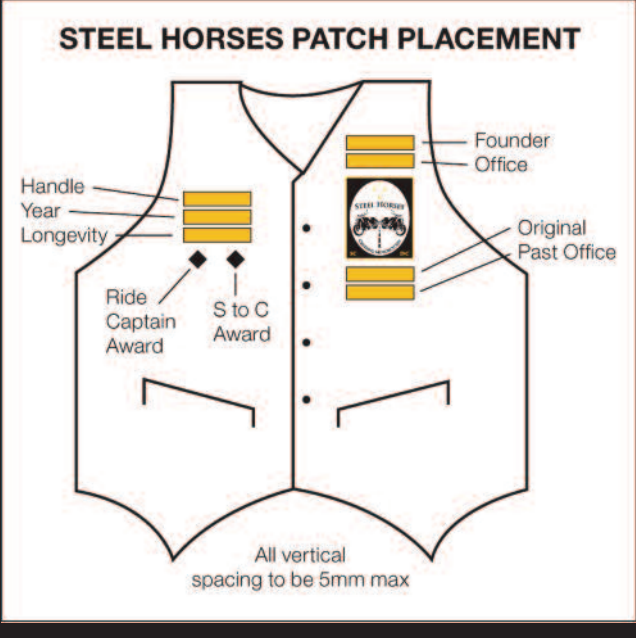
LADIES SINGLET:
Black or White only – Sizes S to XL (8 To 14)
\$15.00 each

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



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