

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

Date: 21/2/2014

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Issue No: 13

Rowdy's Rant

I believe you need the space for Ynot's commentary so look for Rowdy's Rant next month....



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THE CLUB WEBSITE IS AT:

steelhorses.com.au

(steel horses dot com)



STEEL HORSES ADDRESS

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Jak and Steiny

Ride Captains North

Mac and Hurricane

Ride Captain West

Pyro and Drastic

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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.



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

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Sarge's *Slant*



Vivid Black	\$27,000
<u>Color</u> Option	\$27,500
Security Option	Standard
ABS Option	Standard
Length	91.7 in.
Seat Height, Laden	26.1 in.
Seat Height, <u>Unladen</u>	27.2 in.
Ground Clearance	4.9 in.
Rake (steering head) (<u>deg</u>)	29
Trail	4.9 in.
Wheelbase	63.8 in.
Tires, Front Specification	130/90B16 67H
Tires, Rear Specification	180/70B16 77H
Engine	Air-cooled, Twin Cam 103™
Bore	3.875 in.
Stroke	4.38 in.
Displacement	103 cu in
Compression Ratio	9.6:1
Fuel System	Electronic Sequential Port Fuel Injection (ESPFI)
Engine Torque	100 ft-lb
Engine Torque (rpm)	3,500
Lean Angle, Right (deg.)	30
Lean Angle, Left (deg.)	31
Fuel Economy: Combined City/Hwy	42 mpg

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from the Coordinator's Desk



The Report

I would really like to thank all members for the Poker run we had a fantastic day with everyone appearing to enjoy themselves.

Thanks to Phoenix for the help on the day. Unfortunately the 1st prize was won by YNOT who took the \$100 voucher straight home to Apples. Just kidding YNOT congratulations.

The Prizes and the lunch was donated by the Club so a big thanks to the Committee on this.

The raffle this month is donated by Jak

The next Poker run is scheduled in a few months just check your ride Calendar that is now on the Web page and in this newsletter every month.

Regards

Sugar



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West Ride Report



PYRO

LIGHT 'EM UP



DRASTIC



West ride 25/01/2015

Ride Captain: Pyro Tail end Charlie: Steiny

Attendance : Mac, Jak, Dallas & Corey, Kat and Phoenix

Hi all Pyro here.

Well another beautiful Sunday on the west side and another great ride. Today we started with brekkie at the Coffee club with Mac, Steiny, myself and Phoenix plus our daughter Kat riding her Spider again. After breakfast we headed for Maccas where we met up with Jak, Dallas and his son Corey. Some quick hellos and then it was off up the Warrego and right to Mount Crosby with a little detour around Kohlo coming back out to the Warrego and up to Black soil and right onto the road to Fernvale. Here we turned left and went through Lowood and past the Dam and turned right again onto Esk Gattton Road and shot up to Esk for our first stop at the pub. I miss calculated the time this detour and run was and we arrived just after 10.30 am. Phoenix, Jak and I pulled over and waited for the others to catch up and then we all went to the pub for a cold drink. Corey was starting to feel the ride so after that point he hopped on the back of Steiny's mighty battle star and travelled the road up to Hampton in style and comfort. Upon arriving he was heard to say something along the lines of (Dad we need a seat like that) boy don't we all.

Going up the range to Hampton I signalled a breakout and Mac and Jak took the challenge and went for it. I was not far behind with Dallas right on my heels. The temp going up the mountain was great and the road was very quiet, hardly any traffic at all. We pulled into the little café and waited for the tail end couple, Kat on the spider and the battle ship with Steiny and Corey right behind her. I must say a very hearty thanks to Steiny and Mac for staying with Kat while she is learning how we ride, but they were only a few minutes behind us so she is coming along very well I think. A short bum rest and cold drink and then back down the mountain to Esk where we booked a table for around 12.30. As we pulled into Esk, Dallas went straight for fuel, I misjudged the KM and we were pushing 210km and the Fury is only safe the other side of 200 so Dallas was running on fumes. We all enjoyed a great lunch and good conversation and just before 2.00 pm we all headed for our respected homes. Mac and Jak left first and were going to head through Fernvale and then up Mount Glorious, I wanted to go that way as well but decided against it as 250 spider would struggle up the mountain. So Steiny, still with Corey on the back, Dallas, Kat, Phoenix and I went to Fernvale as well but stopped so Corey could hop back on the Fury and they could head home. Steiny, Kat, myself and Phoenix kept going to Blacksoil where we stopped for some fuel and something cold. It was a very hot day but still a good ride. A shame we did not get a better turn out but in that heat we were all glad for a short run and glad to keep it close to the mountains. Thanks again to Steiny for looking after Kat at the rear and for our regulars for braving the heat and making the day a success. See you all on the next one.

Pyro Light Em Up.

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South Ride Report



JAK

Sunday

Date:



STEINY

Yogi's "Riders Choice" ride

Hello viewers.

Last Sunday 18.1.15, I (Yogi) led the South rider's choice run.

It was a good turnout of 14 bikes and three pillions including visitors Dallas and Cheyenne on a Fury and Kat on her big rig.

Sarge, Steiny, Ynot, Jak, Pyro, Phoenix, Rowdy, Ace, Mac, Specs, Kim and Scouse made up the rest of the group with Harley on the back of Pyro.

Left Yatala BP 9.10 am and did loop around Jacobs Well. We then headed up the freeway to eight mile plains, through Sheldon on into Cleveland for a break at the lighthouse bar and restaurant on the water, I even organized a high tide.

After refreshments we went through Redland Bay, West Mt Cotton then onto East Brisbane for lunch at the Australian National Hotel. After a good meal we said our goodbyes.

Cheers Yogi

Guest South Ride dude!

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Mac.

11-01-15. Ride Captains Report. North ride.

The North ride this week was a wet one. (Unusual for the north ride). We had a great turnout considering ominous grey clouds scattered around Brisbane. The following members and guests were present:

Members:

Steiny...Pyro...Pheonix...Sarge...Yogi...Princess...Angel...Grumpy...Hurricane...Ynot...Rowdy...Mac.

Guests:

Dallas....Kim....Kat....Harley.

We departed Castledine with Steiny as Tail End Charlie and headed out through Petrie where the first downpour started. Some opted to don the wet weather gear straight away and others braved the shower and pressed on. We headed out to Dayboro after negotiating about another 20 or so cruisers heading in the same direction as us. It got a little messy with the heavy rain and we straggled into Dayboro where we regrouped. From Dayboro to Woodford saw some heavy downpours and I think we all were concerned for Kat who was along for the ride with us on her 250cc Hunter cruiser. She braved the conditions very well and we all eventually regrouped at Woodford for a coffee and a drink for our mid-morning rest.

From here the weather turned OK for a period and we meandered out through Kilcoy, left down past Somerset dam and the twisties close to the dam wall. From there we turned left across the Stanley river and a breakout was instigated for those who wanted to stretch their legs :) We then regrouped at the Mt Glorious turnoff where an afternoon strategy was discussed. As the weather was turning foul again, some riders decided on heading straight to Fernvale pub for lunch as the Hill Climb and subsequent mountain trek across to Mt Glorious was dangerous in these bad weather conditions. We also had some guests and new riders along so it was much safer to take the flat road home. Steiny has a short report to cover this leg.

Rowdy, Ynot, Hurricane, Grumpy, Angel and I opted for the twisties and started out up a VERY slippery road and very heavy downpour for most of the way up and over to Mailia Coffee shop where we stopped for lunch. This leg was extremely dangerous and all of us slowed down to suit the conditions. There was a lot of wet leaf litter so we had to avoid this like the plague!!!

After lunch, the weather broke to just clouds only so the final leg of our mountain adventure saw a more civilized speed all the way to Enoggera reservoir where we stopped and said our goodbyes.

All in all a good day spent with likeminded friends with some sphincter tightening moments on slippery roads. I'm sure we all learned a little more about safe riding in poor conditions.

End report.

Mac

Steiny.....The 8 or 9 members who decided to avoid the mountain trundled into Esk and had a leisurely lunch at the pub and didn't have to suffer a drop of rain, after which we all headed off to our respective homes. Great roll up for a very doubtful day, but the ride was very enjoyable, thanks Mac.



Hurricane

Sunday

DATE:



Mac

North Ride Report. 1st Feb. 2015.

Ride Captain: Mac.



Sunday

DATE:

Members: Jak...Kim...Ynot...Pyro...Mac.

Visitors: Kat...Alan...Gareth.

A smaller group of us today headed out from the usual Castledine meet point. We were very lucky to have our regular visitor and rider join us again, Kat. She is only about 3 weeks away from picking up the newly ordered Harley 500. We wish her all the best and enjoyment a new bike can bring a girl :)

We also had two other last minute contenders' front up. Gareth, (and I hope I remembered his name correctly) and his mate Alan fresh out of surgery on both feet dressed in shorts, singlet and crocs ride ready. I kid you not. Alan is a character!!

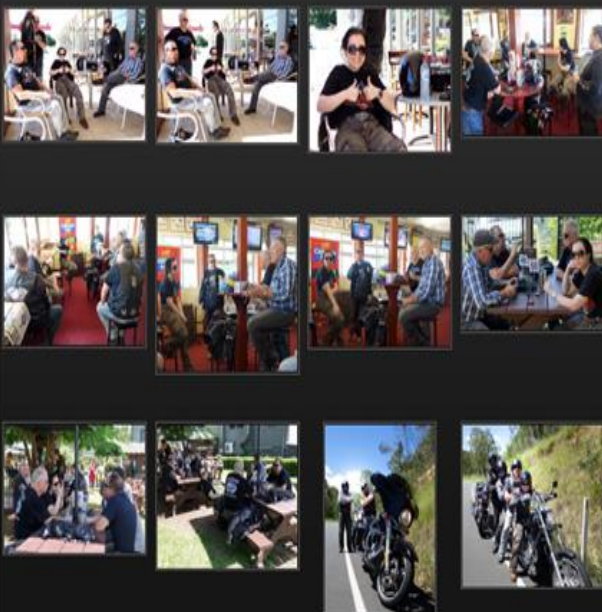
We had a bit of a mixed bag today and there was a lot of slower sections where we could just enjoy the views. First stop was Landsborough Pub where we had to patiently wait outside the front doors for 10 minutes before opening time. That out of the way, the refreshments on an already hot day went down well. We learned a little more about our visitors and then headed off en route to Euidlo via a loop of Ewan Maddock dam. We traversed through the flood plains of Bli Bli and headed back towards Palm woods Via Old Petrie river road where Rick's cafe awaited us for lunch.

A bit of the usual bullshit and banter sessions were entered into whilst we dined and after a satisfying lunch had by all we decided to head off home down the M1. Some of us opted to head back via the mountains.

Was a hot day but a good Day. We discovered some new roads and I was able to stick to the exact route without getting lost.

End Report.

Mac



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Da Rules and Other Stuff



Ynot

RIDE CAPTAINS EXERTING AUTHORITY

At a recent Management Committee meeting, at which Ride Captains were present, there was extensive discussion regarding the way in which our rides are conducted. This discussion was deemed necessary as a result of feelings of frustration being experienced by some members. The meeting agreed that in future, Ride Captains would exert the authority granted to them under the relevant guidelines. In particular the following actions would be immediately implemented.

Ride Preparation and Ride Briefing.

The Ride Captain will arrive at the meeting point 30 mins before departure time in order to welcome members and visitors, deliver the pre-ride briefing and appoint a Tail-End Charlie. The Ride Captain should be sufficiently prepared so that they can inform all participants of the expected behaviour on the ride, where the ride will be going to, including all stops and breaks, and brief Tail End Charlie with the details of the ride. All members have an obligation to be familiar with the ride rules and the subsequent expected behaviour on the ride, and should listen attentively to the Ride Captain's instructions. All visitors will be provided with sufficient coverage of the ride rules to enable them to conform to the group-riding experience.

Keeping a Following Rider in View.

The existing ride rules state that, "Riders should keep the following rider in view whenever possible". The intention of this ride rule is firstly, to ensure that if a rider gets into difficulty there will be others available to offer assistance if required, and secondly, to help keep the group together and ride as a club. Unfortunately, this is probably the most violated rule. Visitors and new members don't understand it or are hesitant to adhere to it for fear of being left behind, and many existing members just seem to ignore it. It is difficult to always keep a rider in view for many reasons such as; heavy traffic in the suburbs and on freeways, traffic lights splitting the group, winding roads, different riding skills experience and confidence of individual riders.

Keeping the group together in heavy traffic is a demanding skill and involves the Ride Captain and Tail End Charlie working together, utilising wing riders to mark corners, and stopping at pre-arranged destinations to allow the riders to re-group. This works well if all riders conscientiously attempt to catch up when split from the group.

A problem often occurs when some riders persistently ride below the legal speed limit, or leave unreasonably large gaps between themselves and the rider in front, especially when there are no apparent impediments to safe riding. If this occurs the Tail End Charlie will report the incident to the Ride Captain who will take appropriate action. When riders persistently ride slower than the group, it is unfair to apply the "keep the following rider in view" ride rule, because the whole group must slow down to the speed of the slowest rider. Corner markers, Tail End Charlie, and riders become frustrated if they are repeatedly waiting for the stragglers, and the enjoyment of the ride is jeopardised. The remedy for persistently slow riders and those who repeatedly loose contact with the group, will be for the Ride Captain to ask them to either catch up, or to arrange to meet them at a predetermined location, bum break, or meal destination. At this time Tail End Charlie can either choose to re-join the group or stay with the stragglers.

The same will apply to riders who are less confident traversing winding roads.

There will be no attempt to encourage riders to exceed the legal speed limit, take excessive risks, or ride in an unsafe manner, but the group must be allowed to progress at a rate that satisfies the majority of riders. If the Ride Captain has sufficiently briefed the group at the start of the ride and at bum breaks, all riders will know where the catch-up locations will be and re-grouping can occur.

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Da Rules and Other Stuff



Ynot

Variety of Rider Abilities and Experience

The club advertises that we welcome riders of all abilities and experience. If we are committed to this statement, then we must be prepared to offer encouragement, and nurturing to new members and visitors who lack the experience of riding in a group. There are several members willing to fulfil this role as mentor and provide assistance if required. If treated with respect and understanding it should not take too long for new, inexperienced riders to develop the skills necessary to confidently ride with the group. The requirement for prospective new members to commence and complete a minimum of four rides prior to joining the club should provide mentors, Ride Captains and prospective members with sufficient time to decide whether group riding is for them

Readiness of Riders at Start of Ride, and After Bum Break

Another issue that slows down a ride concerns the readiness of riders to start the ride, or recommence the ride after a bum break. At the start of a ride, the Ride Captain must be at the meeting point 30 mins prior to the start of the ride. This allows him/her to greet riders and visitors, allow the necessary briefing session, and sort out the details of a flexible ride, if there is one. It is the riders' responsibility to arrive at the meeting point in sufficient time to fuel- up, feed themselves, listen to the ride briefing, and carry out their own ride preparations. The group should be ready to leave at the pre-arranged time, and the Ride Captain should be prepared to enforce this. If a rider communicates that they are running late, the Ride Captain can arrange to meet them at a venue along the planned route. The group should not be delayed because one person is running late.

During a bum break or meal break, the Ride Captain should clearly state the duration of the break and at what time the group is leaving. Some Ride Captains currently do this very well and even give a five-minute reminder call. If riders are not ready on time, then the group should leave without them, and the onus is on the stragglers to catch up.

Termination of Ride

Another ride issue is the termination of the ride. Riders are free to leave the ride at any time, especially if they do not have time to complete the whole ride. If a rider plans to leave the ride early, they should tell the Ride Captain of their intention, so that the group is not held up wondering what has happened to them. Those riders who wish to complete the whole ride are entitled to expect that a ride will start and finish at approximately the same place, and Ride Captains will endeavour to achieve this where practical. It is understood that towards the end of a ride, riders will leave a ride as they get close to home, in order to avoid unnecessary backtracking, but the planned end ride point should be within a reasonable distance to the starting point. We do have a tradition of saying goodbye and thank you at the end of a ride, and this is a courtesy that should be maintained. The Ride Captains put in a lot of effort in designing and conducting rides, and deserve at least a thank you at the end of the day.

We Are a Democratic Club

As a democratic club, our aim is to satisfy the majority of members most of the time. It is impossible to satisfy all the members all of the time, and the Management Committee and Ride Captains would drive themselves nuts trying to achieve this unreasonable goal. Unfortunately the way in which we have tried to conduct our rides to date was by satisfying the minority of riders all the time. This was sometimes to the detriment of the majority of riders. By adopting the above actions we will satisfy most of the riders most of the time, and hopefully simultaneously nurture the minority so that they can eventually join the majority

Look forward to your cooperation.

YNOT

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Poker RUN PIC's (Thanx Kim for another excellent pictorial contribution) #1



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Event Calendar

2014

Meeting Points

South
Exit 38 Yatala
Jak
0402 263920

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

West
McDonalds Goodna
Pyro
0413 905141

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.



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Steel Horses CMSC Ride Calendar 2015

Meeting Points

South	Exit 38 Yatala	Steiny / Jak	0419 672 216 / 0402 263 920
North	BP Carseldine	Hurricane / Mac	0406 383 306 / 0439 444 655
West	McDonalds Goodna	Pyro / Drastic	0413 905 141/ 0438 785 662

YOU MUST PHONE THE RIDE Captain BY 7.30PM THE NIGHT BEFORE A RIDE TO CONFIRM YOU WISH TO DO THEIR RIDE.

February 2015

Sun	1	North	Carseldine, Buderim, Bli Bli, Moolah Valley (210km)
<i>Sun</i>	<i>8</i>	<i>South</i>	POKER run
Sun	15	West	Goodna, Springfield, Greenbank, Jimboomba, Tamborine, Beaudesert, Kerri, Rathdowney, Lunch, Moogerah Dam, Boonah, Peaks crossing. (240km)
Tues	17	MEETING	Lord Stanley Hotel - Gabba - 7.30pm
<i>Sun</i>	<i>22</i>	<i>North</i>	Carseldine, Bald knob, Mapleton, Noosa Heads, Mango Hill (275km)

March

<i>Sun</i>	<i>1</i>	<i>South</i>	Yatala, Advance Town, Gilston, Tomewin , Taigum, Coomera.
<i>Sun</i>	<i>8</i>	<i>West</i>	Goodna, Rosewood, Laidley, Tent Hill, Rudd's Pub (Lunch), Ma Ma Creek, Grandchester, Amberly (280km)
SAT	14	BIKE SHOW	Vietnam Veterans, Kingston
<i>Sun</i>	<i>15</i>	<i>North</i>	Cooroy, Kenilworth, Mapleton, Montville, Landsborough (254km)
Tues	17	MEETING	Lord Stanley Hotel - Gabba - 7.30pm
<i>Sun</i>	<i>22</i>	<i>South</i>	Yatala, Beaudesert, Rathdowney, Summerland Way, Murwillumbah, Tomew Road, Home. (328km)
<i>Sun</i>	<i>29</i>	<i>West</i>	Goodna, Fernvale, Somerset, Gregor Creek Road, Toogoolawah, Esk, Gatton, Laidley, Grandchester, Willow Bank, Goodna. (270km)

April

Sun	5	North	Easter Sunday - Riders Choice.
<i>Sun</i>	<i>12</i>	<i>South</i>	Yatala, Mt Tamborine, Canungra, Advance Town, Numinbah, Uki. (230km)
Tues	21	MEETING	Lord Stanley Hotel - Gabba - 7.30pm
<i>Sun</i>	<i>19</i>	<i>West</i>	Goodna, Springfield, Greenbank, Beaudesert, Kerri, Grady's Creek, Summerland way, Rathdowney, Boonah, Peaks Crossing. (350km)
<i>Sun</i>	<i>26</i>	<i>North</i>	Pomona, Nambour connection Rd and Steve Erwin Way, Home (255km)

IMPORTANT DATES

Easter 3rd - 6th April

Anzac Day 25th April

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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:

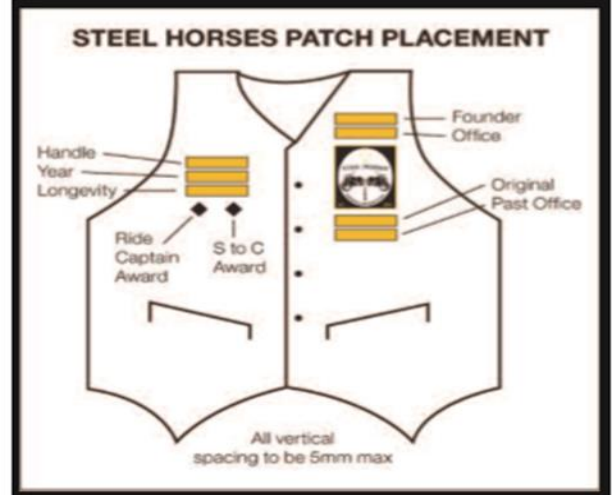
Black, White, Red and Light Pink – Sizes S to 2XL (8 to 16)

\$15.00 each

STUBBIE COOLERS:

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

How to wear your patch and insignia



NOTE : the back of your vest is your choice however no rockers or patches that look like MC patches are suitable. If in doubt ask your riders delegate. ANY patch larger than the SC Patch on the front is not acceptable unless committee approved. – Sarge-

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Harley-Davidson Dyna Fat Bob

The 2013 Harley-Davidson Dyna Fat Bob FXDF is a Dark Custom with a big motorcycle feel. The Harley Fat Bob features a powerful air-cooled Twin Cam 103 Harley engine with 6 speed cruise drive transmission, providing more performance power for passing, hill-climbing, and riding with passenger and cargo. For the custom style you want, the Fat Bob motorcycle's beefy handlebar is truly reminiscent of an aggressive quarter mile monster. And with the wires routed through the steel, you get a clean, minimal look with nothing standing in your way of the open road. Add to that the wide stance and 16 inch front wheel, and you have a cool fat custom look with a powerful big twin engine. And if you like a little Harley chrome on an otherwise stripped down bike, take a look at the Fat Bob rear chrome shocks. These high performance coil over rear chrome shocks give a smooth ride and custom look. For a little more chrome, the Dyna Fat Bob model also features a distinctive cast chrome double headlamp bucket. Learn more about this bike with a big motorcycle feel and the other Harley Dyna motorcycles. Also check out the Street Bob, the Super Glide Custom, and Wide Glide motorcycles.

Drag-Style Handlebar

The Fat Bob® motorcycle features an internally wired 1 1/4' bar with tall risers. This beefy handlebar is truly reminiscent of an aggressive quarter mile monster. And with the wires routed through the steel, you get a clean, minimal look with nothing standing in your way of the open road.

Aggressive Front End

With its wide stance and fat styling, the Fat Bob® comes on like a back-alley brawler: big, bold and dripping with attitude. Muscled up forks, huge headlamp and a 16-inch front wheel wrapped in a 130mm tyre give it a menacing, all-business stance and powerful performance—that thick Michelin® Scorcher™ gripping the blacktop for better control and smoother cruising.

Dual Front Chrome Headlamp

Twice the custom style. Twice the badass attitude. The Fat Bob® model features a distinctive cast chrome double headlamp bucket that blasts open the night so you can see everything in your path. And with double the chrome coverage of a single bucket, you're bound to turn twice as many heads on the boulevard.

Chrome Covered Rear Shocks

Lowered and drenched in genuine Harley-Davidson® chrome, the rear suspension on the Fat Bob® motorcycle features high-performance coil-over rear shocks that provide a smooth ride and help strike the bike's eye-catching balance of chrome and darkness.

Fuel Tank Medallions

When it comes to motorcycles, there's one name that people will never mistake for another: Harley-Davidson. The Fat Bob® model features the Harley-Davidson® 'Bar and Shield' proudly displayed on the tank. Consider it your badge of honor bolted on the side of your bike so everyone can see exactly how you roll.

Premium Paint

Up to two times thicker than the competition, custom quality paint comes standard on all Harley-Davidson® motorcycles. Clear coat layering up to five mils deep. Bigger metal flakes. Unique effects in the sunglow and pearl colors. Skimping simply is not in our vocabulary.

Twin Cam 103™ Engine Heritage

The knowledge of what makes an engine truly move a rider runs deep at The Motor Company, and it was put to good use when we created the Twin Cam 103™; engine. We sweated bullets perfecting every cubic inch, pushing design and technology forward. And we did it all without compromising one bit of Harley-Davidson's unique styling. Evolved, yet carrying on the legacy of the Flathead, Knucklehead, Panhead, Shovelhead, Evolution®, Twin Cam 88®; and Twin Cam 96™ engines that came before. The performance and durability are a direct result of the untold miles logged on the V-Twin since 1909, and the proud heritage that comes from a century's worth of commitment to life on two wheels.

Pure Harley-Davidson Styling

Feast your eyes on the Twin Cam 96™ engine and there's no mistaking its roots. This is authentic Harley-Davidson® style through and through with an attention to detail you won't find from any other motorcycle company. Black powder-coated heads and cylinders are highlighted by machined cooling fin tips and chrome rocker covers. It's a jewel machined out of metal. Pure. Dripping with power. From the classic edge of the cooling fins to the clean lines of cases and covers—the Twin Cam 96™ engine makes an ironclad statement to holding on to what's right and staying true to what satisfies the rider.

Six-Speed Cruise Drive®

You want a ride that rumbles—not begs for mercy—when you lean on it a little. The Six-Speed Cruise Drive® transmission provides smooth, quiet shifting and reduces engine speed on the highway, so you get a better match between engine turnover and road speed. It's a rare ride when a bike responds like this, and a low growl goes a long way when you're opening up the road ahead.

Adjustable Suspension

Preload is easily adjusted with a spanner wrench to make your suspension suit you and your riding style. The slammed low rear suspension gives you a more laid-back riding position and style. Low-profile, kicked back for profiling down the boulevard and hugging corners.

Tuned to Be Ridden Harley-Davidson® motorcycles are different from any other bike out on the road. There's a balance to them. The steering, the maneuverability—it's all in concert. And each Harley-

Davidson® model is tuned differently to create a unique riding experience for each individual no matter which bike they swing their leg over. Let's face it, we didn't get to where we are by being like everyone else.

Engine



Twin Cam 103™ Engine Heritage

The knowledge of what makes an engine truly move a rider runs deep at The Motor Company, and it was put to good use when we created the Twin Cam 103™; engine. We sweated bullets perfecting every cubic inch, pushing design and technology forward. And we did it all without compromising one bit of Harley-Davidson's unique styling. Evolved, yet carrying on the legacy of the Flathead, Knucklehead, Panhead, Shovelhead, Evolution®, Twin Cam 88®; and Twin Cam 96™ engines that came before. The performance and durability are a direct result of the untold miles logged on the V-Twin since 1909, and the proud heritage that comes from a century's worth of commitment to life on two wheels.

Pure Harley-Davidson Styling

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Technology



H-D® Smart Security System

The factory-installed next-generation security system features a hands-free fob that automatically arms and disarms the vehicle electronic security functions as you approach and walk away from the bike. Stick the fob on your ignition key ring and let it do all the work. It's this attention to details and security that make Harley-Davidson® motorcycles unique.

Anti-Lock Brakes

You may be cruising with swagger, but you know safety counts. This sophisticated, factory-installed ABS gives 'stopping power' a double meaning. Its components are tastefully hidden within the wheel hub, so you'll still turn heads with clean, streamlined design. But more importantly, you get certainty in the saddle knowing your bike's going to behave when you need it.

Intuitive Controls

Hand controls on a Harley-Davidson® motorcycle are incredibly intuitive. The turn signals are self-canceling and, based on the speed and angle of the motorcycle, they know how long to stay on.

Engaging the controls quickly becomes second nature so you can focus less on turning off your signal and more on basking in the freedom of the ride.

Artfully Hidden Technology

Harley-Davidson leverages the latest in technology without compromising style and function. That means we hide electronics. The whole wiring harness is skillfully routed behind the jewels of the bike—the tank, engine and all the other eye-popping features you want to see. It's just another way The Motor Company goes the extra mile to give its bikes that premium, top-of-the-line fit and finish.

Forward-Mounted Controls

With the custom forward-mounted controls on the Fat Bob® model, you can kick back a little and stretch your legs for the ultimate cruise through town or across the state line. It's time to take in the open road the way you were meant to—on a two-wheeled machine that's built to outdo the rest.

Engine Idle Temperature Management Strategy

Our motorcycles are built to be ridden. A lot. So that means that rider comfort is top of mind. Always. With the Engine Idle Temperature Management Strategy (EITMS) feature, the motorcycle automatically cuts fuel and fire from rear cylinder when idling, which helps reduce engine heat felt by rider and passenger. This feature can easily be turned on by your dealer.

