

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

March 2015

VOL 7, ISSUE 3

**Steiny's
Maintenance
Tips**

Harry's Diner

Helmet Laws

I Speed

**Full or Open
Face Helmet?**

**Only 4 Months
Until Xmas**

**2016 Indian
Sneek Preview**





STEEL HORSES ADDRESS

The Secretary

PO Box 372
Salisbury, Qld, 4107

Management Committee:

Founder – Sarge

Mobile: 0417 636 425
Email: sarge.45@bigpond.com

President – Rowdy

Mobile: 0423 196 380
Email: alecgriggs@bigpond.com

Treasurer – Ynot

Mobile: 0417 758 792
Email: tw.lowe@bigpond.com

Secretary – Steiny

Mobile: 0419 672 216
Email: grahamitzstein@optusnet.com.au

Coordinator – Sugar

Mobile: 0417 636 158
Email: sarge44@bigpond.net.au

Rider's Delegate – Jak

Mobile: 0402 263 920
Email: paul.home@optusnet.com.au

Rider's Delegate – Jak

Mobile: 0402 263 920
Email: paul.home@optusnet.com.au

Other Roles:

Editor – Boots

Mobile: 0416 034 886
Email: ozcruise@bigpond.net.au

Ride Captains South Jak and Steiny

Ride Captains North Mac and Hurricane

Ride Captain West Pyro and Drastic

Web Bastard – BC

Mobile: 0425 668 544
Email: bc1961@live.com.au

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.

March 2015

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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.



Regular Stuff

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



Rowdy's Rant



March
2015

Hi every one and welcome to the March newsletter.

As I mentioned before I felt the club would benefit from increased membership, and I mentioned various ways to achieve it, one of the possible ideas was to have some flyers printed and distribute these at various events, Thanks to Boots who designed and printed an excellent flyer for us, these are already in circulation. I shall be attaching one to my local shopping centre notice board amongst the bike bits for sale there. Grab a couple from Boots at the next meeting, we have some new members waiting in the wings to join the club this month so come along and have some fun.

Harry's Diner was huge this month with approximately 16 steel horses there to check it out, looking forward to the Vietnam Veterans show; Laverda and Boots Christmas run in July to name a few events that are on the grill.

I'm still searching for that perfect Helmet so here is the lowdown on Queensland helmet laws, what you can and can't do when it comes to purchasing and wearing a helmet in Qld.

Cheers ROWDY.....

Motorcycle helmets

New rules for motorcycle helmets

Previously, motorcycle riders on Queensland roads were required to wear a helmet that complied with Australian standard AS1698 or AS/NZS1698. The range of motorcycle helmets approved for use in Queensland has been expanded to include those complying with the United Nations Economic Commission for Europe (ECE) 22.05 standard.

Reasons for the changes

For road safety reasons, all motorcycle riders on Queensland roads must wear an approved motorcycle helmet securely fitted and fastened on their head. Restricting available helmets to those that met Australian standards limited the range of helmets available and sometimes the sizing was unsuitable, particularly for people with larger heads. Helmets meeting ECE standards have a similar safety record to those meeting Australian standards, so the range of helmets approved for use in Queensland has been expanded to include those that meet the ECE 22.05 standard.



What about motorcycle passengers

Pillion and sidecar passengers are also able to wear helmets complying with the ECE 22.05 standard, in addition to helmets complying with the Australian standards.

Buying a helmet meeting the European standard

Australian consumer law currently restricts the sale of helmets in Australia to those that comply with Australian standards so it would be an offence for a retailer to sell other helmets. However, Queenslanders are able to legally buy helmets meeting the ECE 22.05 standard through international online retailers or if they are travelling overseas.

Penalties for breaking the motorcycle helmet rules

A fine of \$341 and 3 demerit points applies to motorcycle riders or passengers who break the motorcycle helmet rules. Double demerit points still apply for second or subsequent offences within a 12-month period of failing to wear a helmet.

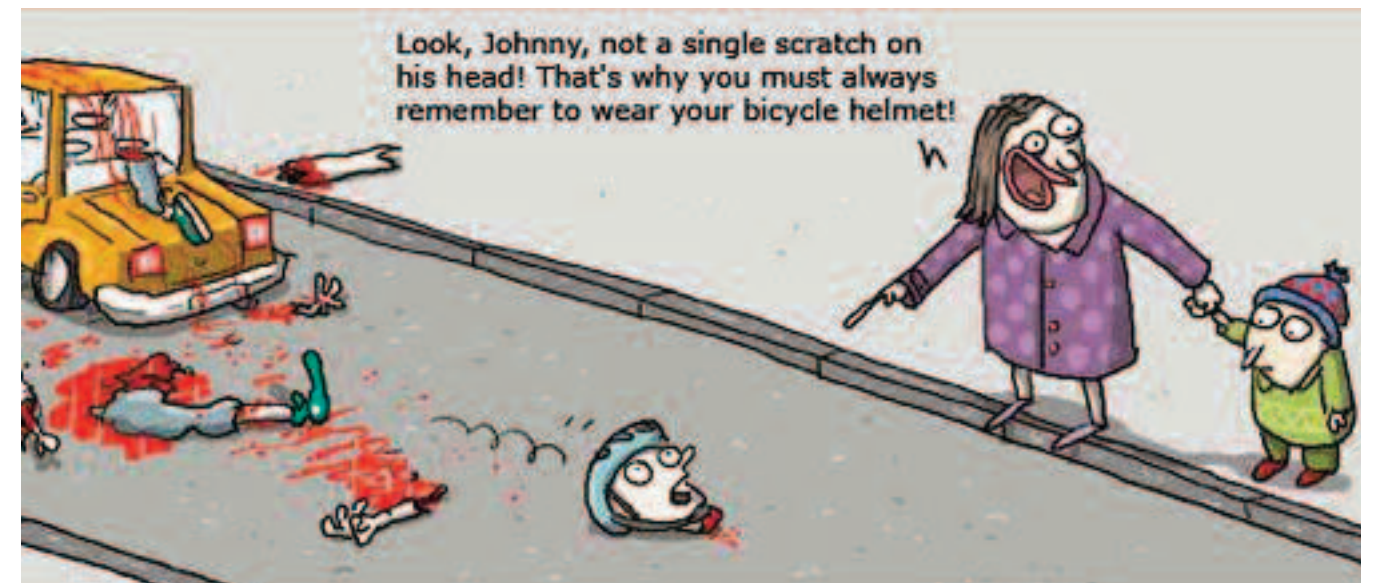
Helmet labels and stickers

To make sure helmets meet the ECE 22.05 standard and to support enforcement activities, helmets approved under the standard are required to display a label certifying compliance with the standard. The regulations governing the ECE 22.05 standard currently require the display of such labels (for example, a sticker on the outside of the helmet or a stitched label on the inside of the helmet). The label resembles the label in the diagram below but may contain any number from 1 upwards.



Helmet standards elsewhere in Australia

Currently other Australian states and territories only allow helmets approved under Australian standards, although some jurisdictions are reviewing helmet standards. Motorcycle riders and passengers should be aware that it is still an offence to wear a helmet approved under the ECE 22.05 standard when riding in other Australian states or territories.





1st March 2015

Riders:

Steiny, Sarge,
Rowdy,
Kim & Sue,
Kat, Pyro,
Boots.

South Ride

We all met at our usual spot at the BP Yatala, the weather was great and we headed off on time at 9 am.

No sooner had we left that I noticed the troops weren't behind me. It turned out that Sarge had lost all power on his bike. His battery terminal had come loose. After he fixed that, we were off to our first bum rest at Beaudesert. Rowdy decided he had to leave us there as he had other stuff to do. We then headed off to Rathdowney where we stopped again and had a coldie, before heading off towards Woodenbong, where we turned off on to Summerland way heading for Grady creek road and the nice little café on the creek. Some of us were hanging out to go to the loo and it was great to see the café finally appear, only to find a "Café Closed" sign on the gate. I went for a seven flapper and poor Kat had to wait till we got up to the look out. It was disappointing, but we decided to leg it back to Rathdowney for lunch.

After a very nice lunch, we headed back to Beaudesert. Kat was doing well on her new Harley and keeping up with us with no problems. That was her very first ride with the club on her new bike. We sailed on through Beaudesert and on to Jimboomba where we stopped at the servo for another cold drink and said our Goodbyes,

and all went on our separate ways home.

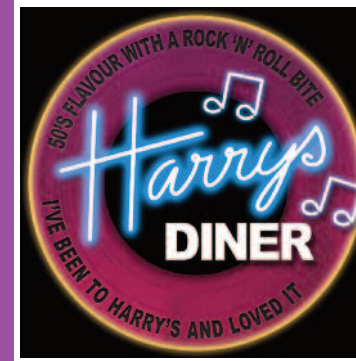
Another great day riding with good friends.

Steiny

"A man has got to know his limitations"



South Ride



Harry's Diner

Wednesday 4th March

Steiny, Boots,
Sarge and Sugar,
Rowdy,
Yogi and Princess,
Mayhem,
Kim, Jak, Mac
and Grumpy

Bike night at Harry's Diner was another monster roll up, with a great show by the Steel Horses members.

They had a great display of New Indians and Victory's, and I think every other conceivable form of motorcycle was there, from trikes to side cars, from sports bikes to cruisers.

Kim and I were the first ones there. I was coerced into going through the dreaded tunnel for the first time, and even though I didn't see any of the leaks that Kim told me to look out for, we managed to get through the other side.

As we were nice and early, we managed to secure a good spot for our members to park their bikes in. Getting there before 6 is the go if you

want to park, as later in the night at one stage, there was standing room only.

getting food is much easier too, because they get very busy as the night wears on.

Boots had designed a Flyer and had 200 copies printed for us to hand out.

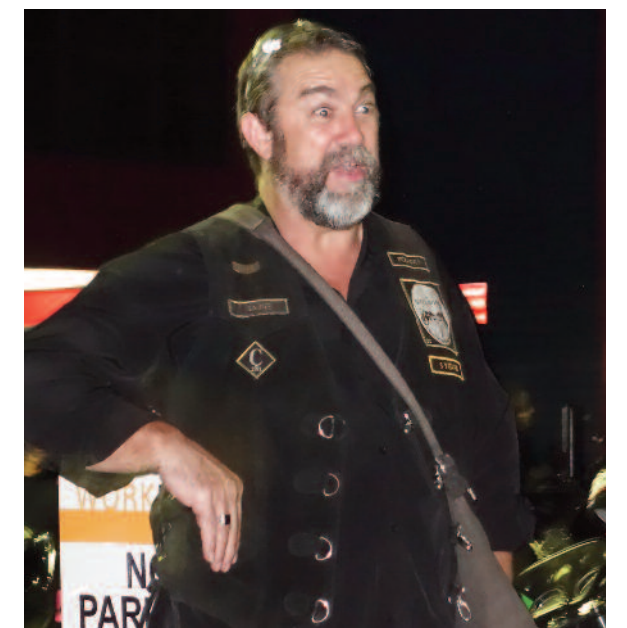
All in all it was a great night. it never drags on too long. everyone seems to shoot off by about 8.30 or so, which is good for those who have to work next day.

Cheers

Steiny



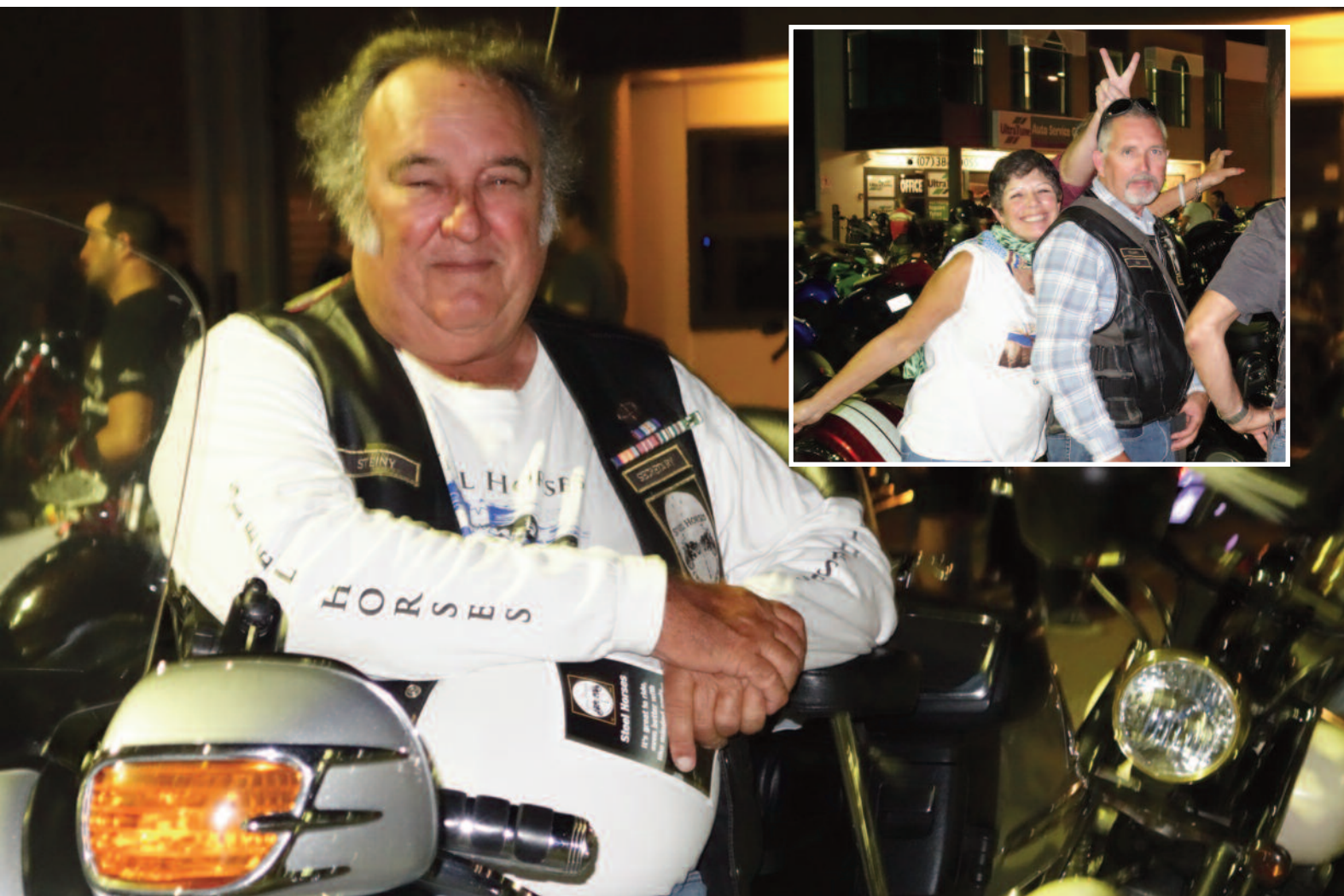
Great Steel Horse Presence at Harry's



Some Were Surprised

You can view all the photos at : <http://tinyurl.com/SteelHorses-150304>

Harry's Diner



West Ride Report

8th March
2015

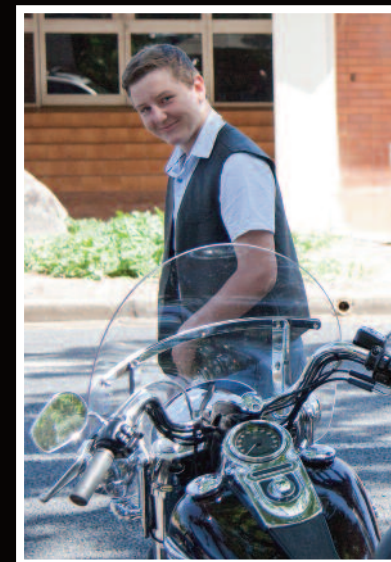


Hi all Pyro here,

Sunday morning started with sun and a good breakfast at the Coffee Club. Sarge, Steiny, Mac and Kim met Phoenix, Trouble and I for brekkie and then down to Maccas to meet all others, Kim (Spice) was there on her new Suzuki Intruder 250, real cute. Texas and Corey on the Fury and Jak and Boots.

We said our hellos and a quick brief on our intended route for the day and off we went, up the Cunningham to Amberley,

Rosewood, Grandchester, Laidley and Ma Ma Creek for our first stop, a well earned drink and bum rest. After about 30 min we were off again only our number fell a few as Steiny, Sarge and Mac had to depart for other duties. Our next leg saw us go through Upper Flagstone Creek which was a little more challenging and more fun. We arrived at Rudds Pub in Nobby about 12 noon and proceeded to fill up on good food and refreshments.



PYRO

LIGHT 'EM UP



More ride photos taken during Pyro's West Ride can be viewed here:
<http://tinyurl.com/SteelHorses-West-150308>

West Ride

"Why do I put my thumbs up?
Q-Ride told me to keep practising this so I can easily a hitch a ride for when my Harley breaks...."

If my brother joins the club, we'll always have Harley Trouble!



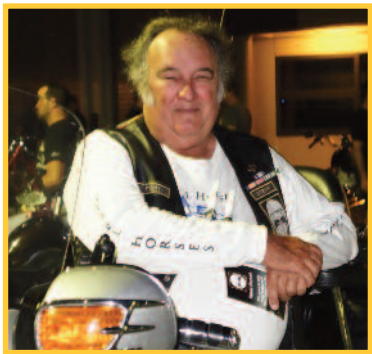
Our ride home was along Clifton Ma Ma Creek Road and to my surprise some had been resurfaced lately making the ride a little smoother. Another short stop at Ma Ma Creek on our way back and a change was discussed in our ride route home.



We went through Laidley and Grandchester then turned for Walloon and Blacksoil where we said our goodbyes. Kim, Jak and Boots headed for the Cunningham Hwy while the rest of us went to Fernvale and Lowood, after a short stop at Lowood I asked Trouble if she wanted to go over Mount Glorious and what a surprise the answer was yes. So Phoenix, Trouble and I said farewell to Texas, Corey and Spice and headed for Mt Glorious and then Mt Nebo. The ride today was about 260 back to Blacksoil and about 400 to get back home around 6.00 pm. I love long ride days. I hope to see you all on the next one.



Gold Wing Maintenance Tips



Hi all,

A while ago I decided I wanted to fit a K&N air filter to my wing, having heard how fantastic they were, so I ordered one from the States, along with a lot of other stuff. Amongst the "other stuff" was a 20 disc DVD set that tells, and shows you, all you need to know about doing your own maintenance on a Goldwing. The first thing I looked up was....how to change an air filter on a Goldwing.

Well ! what a bloody turnout. you basically have to dismantle the whole top of the bike just to get at it. It took me a couple of weeks just to talk myself into starting doing it. Finally I said to myself "just dedigitate and do it"

Well, thanks to the patience and foresight of the guy who made the DVD's, (Fred Harmon), it didn't turn out to be such a hard job. Every plug is made to go in one place only, a lot of it is colour coded, so unless you actually forget to connect some wire, you can't go wrong.

I did have one scare when I picked up a loose plug and said "where the hell does THIS go ?" and as hard as I looked I just couldn't find the other end

to plug into. Then I remembered that he warned not to panic when you can't find a home for this wire. it only gets connected when you have a CB radio on the bike.

So I finally got the filter in. No wonder it costs a fortune to have any work done on a wing. With the ridiculous cost of labour, and the amount of Tupperware you have to take off, just to do basic maintenance, I have decide the \$140 I spent on the 20 disc set was the best money I have ever spent. I saved a lot more than that, just doing this little job myself.

It might be easier just to spin the air filter off a Boulevard, But is that anywhere near a good reason to sell the wing and buy one ? I think not.

Ride Safe.

Steiny

" A man has got to know his Limitations"



Editor's Note:
dedigitate
expression meaning pull your finger out of your ass
Kevin quit fucking around and dedigitate.

STUDY: Open-face helmets offer as much protection as no helmet

Open-face style helmets don't give as much protection as you might think



A study published in The Journal of Oral and Maxillofacial Surgery by a group of Brazilian researchers has concluded that an open-face helmet gives almost as little protection against facial injuries and brain trauma as not wearing a helmet at all.

The study looked at 253 motorcyclists who were victims of road incidents and suffered head and face injuries. They were all referred to outpatient treatment.

Of the motorists in the research, 156 patients did not wear a helmet, 51 wore open-face helmets and 46 people wore full-face helmets (despite the law in Brazil requiring motorcycle users to wear a form of protection).

The study found open-face helmets offered little protection against brain injury. Of the 156 riders without helmets, 108 suffered a traumatic brain injury (TBI). That equates to 69.2% of patients.

Shockingly, 39 out of the 51 patients who wore an open-face helmet also suffered a brain injury. This is a mammoth 76.5% of people in the study, suggesting little or no difference between wearing an open-face helmet and nothing at all.

By comparison, only 24 of 46 (52.2%) of motorcyclists with a full-face helmet received a TBI.

A TBI is "defined as any period of loss of consciousness, any loss of memory for events immediately before or after the accident, any alteration in mental state at the time of the accident, or focal neurologic deficits".

The study divided the head into three horizontal sections, the mandible (jaw), the midface and the upper face and looked at the severity of injury and lacerations to the face.

Open-face helmets only offered protection to the upper face compared to riders with no helmet. The report found: "25 of 156 patients (16%) without crash helmets had fractures to the upper face compared with 2 of 51 patients (3.9%) with open-

face helmets and 1 of 46 patients (2.2%) with full-face helmets."

If both TBI and facial injuries were combined, the results of the study were similar.

Protection	Number	Suffered facial fracture with TBI (%)
No helmet	156	98 (62.82)
Full-face helmet	46	16 (34.78)
Open-face helmet	51	35 (68.83)

As the table shows, the percentage of riders who suffered both facial lacerations and brain injury while wearing an open-face helmet is similar to the number of people who were not wearing a helmet at all.

The study concluded:

"This evidence supports the idea that the open-face helmets offer little or no protection against TBI, probably because the structure of the helmet does not absorb enough energy from the impact; thus the energy is dissipated directly onto the face.

"In the present study population, full-face helmets offered more protection than open-face helmets, and motorcyclists wearing open-face helmets and unhelmeted riders had more severe facial injuries.

"In conclusion, the use of full-face helmets to prevent or decrease craniomaxillofacial injuries is recommended."

Associating in Queensland

Section 60A of the *Criminal Code* penalises associating in Queensland in certain circumstances. Although there have been calls for a repeal of, or a moratorium of *section 60A, B & C* of the *Criminal Code*, so far there is no moratorium and the police are enforcing this law as they are with all others.

The only people who are at risk of being charged for breaching the non-associating section are members or associates of a club which had been declared under a *regulation*. Under the *Criminal Code* these people are called *participants in a criminal organisation*. They are neither criminals nor is their club a criminal organisation in reality.

The prohibition against associating **only** applies to *participants in a criminal organisation*. The use of the term *criminal organisation* does **not** mean the entity is in fact a criminal organisation. It is used by the government to facilitate proof in a *section 60* trial and to prejudice motorcycle clubs. It just means that the prosecution does not have to prove that the entity (club) is a criminal organisation because the law states that it is when the prosecution rely on *section 1(c)* of the definition of *criminal organisation*. *Section 1(c)* applies when a club has been declared under a *Regulation*.

To establish a breach of *section 60A* the prosecution must prove the defendant:

- 1- was a participant in a criminal organisation;
- 2- was present in a public place with two or more other persons who were participants in a criminal organisation; and
- 3- knew that those persons were participants in a criminal organisation.

If the prosecution is relying on the defendant being a member of a club to prove them being a participant in a criminal organisation then, they **must** prove that they were a member **at the time the alleged offence was committed**. If the defendant had left the club then the prosecution must prove that they are a participant some other way.

Participation in a criminal organisation means -

- (a) if the organisation is a body corporate - a director or officer of the body corporate; or
- (b) a person who (whether by words or conduct, or in any other way) asserts, declares or advertises his or her membership of, or association with, the organisation; or
- (c) a person who (whether by words or conduct or in any other way) seeks to be a member of, or to be associated with, the organisation; or
- (d) a person who attends more than 1 meeting or gathering of persons who participate in the affairs of the organisation in any way; or
- (e) a person who takes part in the affairs of the organisation in any other way;

but does not include a lawyer acting on a professional capacity.

A person who is not a member of a declared club who attends a club ride is **not** a participant in a criminal organisation. Merely attending a 'ride' is **not** sufficient to bring you within the definition of *participant*.



2016 INDIAN DARK HORSE



Let the model-proliferation games begin! Indian blacks out the Chief.

February 13, 2015 By Mark Hoyer



Any company that builds cruisers and has a brain for business knows that you get all the expensive hard-parts development done and let that platform ride, filling out the model niches with styling and/or ergonomic changes.

With that in mind, meet the 2016 Indian Motorcycle Dark Horse, your basic Chief Classic that's been blacked-out from warbonnet to rear fender. Even

the Thunder Stroke 111 air/oil-cooled 49-degree V-twin and its six-speed transmission have had their chrome acreage drastically reduced.

The Dark Horse is now the lightest Chief by virtue of elimination of parts and by use of cast wheels (in the same dimensions and with the same Dunlop tires). But in the grand scheme, it's not exactly light, tipping the scales with claimed

dry weight of 751 pounds. The standard 2015 Chief is 778 pounds dry.

One of the most notable parts deletions is the passenger seat: Dark Horsemen will roll solo on that black 26-inch-high seat, which, by the way, is vinyl to help lower MSRP (passenger accommodations are available as an accessory). The bike retains remote keyfob ignition, cruise control, and ABS brakes, but

drops the analog fuel gauge, oil-cooler, and “driving” lights.

“We are targeting a younger guy with this bike,” says Indian Motorcycle Sr. Product Manager Ben Lindaman. “We’re targeted more around the 40-year-old instead of the 55-year-old. We’re doing that with the look and with the pricing so that we have a more entry-level bike for heavyweight Indian.”

Lindaman adds that there are about 40 accessories designed with the bike. Most obvious in the photos are the black ape-hanger bars and airfilter. There is also a blacked-out exhaust/heat shield available.

MSRP for the 2016 Indian Dark Horse is US\$16,999. For comparison, the 2015 base-model Indian Chief in gloss black is US\$18,999.

Specifications

ENGINE	49° V-Twin	DRY WEIGHT (CLAIMED)	751 lb.
TRANSMISSION	six-speed constant mesh	GROUND CLEARANCE	5.5 in.
BATTERY	12 volts/18 amp/hour, 310 CCA	GVWR	1260 lb.
BORE x STROKE	101.0 x 113.0mm	LENGTH	103.5 in.
CHARGING SYSTEM	42 a max output	RAKE/TRAIL	29°/6.1 in.
CLUTCH	Wet, multi-plate	SEAT HEIGHT	26.0 in.
COMPRESSION RATIO	9.5:1	WHEELBASE	68.1 in.
COOLING SYSTEM	Air/Oil	BRAKE SYSTEM TYPE	Individual front and rear control with ABS
DISPLACEMENT	1811cc	FRONT BRAKE SYSTEM	Dual 300mm floating rotor with calipers
EXHAUST	Split dual exhaust with crossover	REAR BRAKE SYSTEM	Single 300mm floating rotor with two-piston caliper
FINAL DRIVE	Belt drive, 152 tooth	FRONT TYRE	Dunlop American Elite 130/90B16
FUEL CAPACITY	5.5 gal.	73H	
FUEL SYSTEM	Electronic fuel injection, closed loop/ 54 mm bore, w/ cruise control	FRONT WHEEL	Cast 16 x 3.5 in.
OIL CAPACITY	5.5 qts.	REAR TYRE	Dunlop American Elite 180/65B16
PRIMARY DRIVE	Gear drive wet clutch	81H	
TORQUE (CLAIMED)	119.2 pound-feet @ 3000 rpm	REAR WHEEL	Cast 16 x 5.0 in.
FRONT SUSPENSION	Telescopic fork, 46mm diameter, 4.7 in. travel	COLOUR	Thunder Black Smoke
REAR SUSPENSION	Single shock 3.7 in. travel, adjustable preload		



LEARN TO PLUG A TYRE

How should you repair a tubeless tyre when you’re out on the road? First, if the nail or screw is still in the tyre, and the leak is slow enough, the best solution may be to simply leave the offending object in place, monitor the situation, and just keep adding air. But for a really bad leak, you’ll need to plug the tyre, or call for a tow truck.

Method 1 Pull out the nail, and ream the hole out with the tool from the plug kit. This usually looks like a short, rat-tail rasp with a “T” handle attached to it. Then, take a strip of the plug material, peel off the backing, and thread it into the insertion tool the same way you’d thread a big sewing needle.

Cover the material with glue, to act as both a bonding agent and a lubricant. Insert the plug material until it’s completely through the tyre’s carcass, and then slowly withdraw the tool. The plug should stay in; trim it flush with the tyre.

Method 2 This method gives better results, but will require a special gun-type tool in order to “shoot”

a mushroom-shaped plug into the hole. The first step is the same as in the above method—pull out the nail and ream out the hole.

Next, insert the mushroom plug into the gun, lube the gun’s insertion tip with glue, push it into the hole, and operate the gun’s handle. The plug is injected into the hole, and the mushroom-tip head positively locates the plug inside. Slowly withdraw the gun, leaving the plug behind. Trim the plug to flush with the tyre’s surface, and then reinflate the tyre. Both of these plug methods work best when the damage is in the center section of the tyre. The closer you get to the sidewall, the less your chance of success. Should you trust a plugged tyre, or bite the bullet and buy a new one? The choice is up to you, but if the tyre leaks still slowly after you’ve plugged it, then it’s wise to just replace the whole thing.

Christmas in July, 2016

Bowraville

July 25th & 26th

Illustration of Santa Claus riding a motorcycle, wearing a red suit and a blue helmet, with a large orange sack hanging from the handlebars. The background is a dark, starry night sky with colorful light trails.

Great Rooms

Great Company

Fully Cooked Brekky

Secure Bike Lock Up

Saturday Night Band

\$10.00 to secure YOUR room

Departs Exit 38 at 8:00am



There. I admitted it.

February 26th, 2015 | by Boris

I speed. Every chance I get. In fact, every time I ride anything I am, at every opportunity, speeding.

Now before I go any further, all of you who have turned into tutt-tutting old molls instead of the motorcyclists you once were, go brew some tea and stroke your cat. This has nothing to do with you, and your views on how I ride my motorcycle are less than dust to me.

I speed. Get over it. Or don't. I would struggle to give any kind of crap at all either way.

The point is that while the rules

do apply to everyone, because we're apparently all one big happy social bolognaise of community-minded idiots, I don't care.

I don't care because arbitrarily-set speed limits and the hysteria that surrounds their maniacal enforcement simply mean nothing to me. Yes, I have lost my licence quite a few times and I have certainly shovelled countless dollars into the state coffers, and I still don't care and I still speed, and that's the way it's going to be and the way it's going to go until they wedge my coffin into the crematorium.

Why is this so? Well, if you're like me, and I know that most of you are (you tea-sipping, cat-patters aside), it's because it's fun to go fast. If it wasn't fun, I wouldn't do it.

Is it safe?

Is that a serious question?

Is that even a question a motorcycle rider would dare to ask?

The answer is: I don't give a shit. I didn't take up bike-riding because it was safe. I would not do it unless it was dangerous. So why make it more dangerous by going fast?

You cat-touchers really have got this motorcycle-riding business arse-about, haven't you?

The answer to that stupid question is that I am the one, I am the only one, who decides what level of risk I am prepared to put up with.

If I feel that the run from Hay to Ivanhoe is best dealt with at 250km/h-plus for as long as my mind and body can stand the battering, then that's what I'm going to do.

If I feel that the Snowy Mountains Highway is singing to me, and my Spidey-Sense tells me there's no cops ahead because I just passed one going the other way, I'm gonna roll the dice. Every time.

If I feel it is acceptable to howl across the Harbour Bridge at three in the morning doing 200km/h, with tears streaming from my eyes and my open-face helmet strangling me, then that's what I will do. But I have not done that since the owners put up all the spy cameras, because I may be crazy, but I am not stupid.

Australia is a big place. There is a finite number of Highway Patrol cars, and they're usually fishing on major road's where the fishing's best. I tend not to ride those roads unless I really have to.

I am also entirely unintimidated by those farcical long-weekend threats of dire double-point retribution. I know some of you are and will stay home rather than ride and take the risk of being done. Sucks to be you. If you didn't speed, you wouldn't have to worry about that, would you? Or maybe if you weren't so stupid, you might go somewhere where the cops aren't fizzing at the gills to catch you. I have nothing but contempt for people who've been monstered off the road by police propaganda.

I see you've put your cat down in outrage and are now going to mewl at me about the safety of other road-users being compromised by my unfettered hooliganism.

Save it, bitch-titties.

I am highly unlikely to cause any physical harm to the occupants

of a car I might collide with.

Another bike? Sure. I may well over-cook a corner one day and take out another rider. Oh well. This motorcycling stuff is dangerous. We've already established that. But in all honesty, I don't over-cook so many corners that you need concern yourself overly much with that. I haven't survived this long by simply trusting in the Baby Jesus to get me around a bend. It behoves me, as a motorcyclist, to constantly upskill myself as a rider, so that's what I do when I'm not drinking in nudie bars.

This is not to say, of course, that I am blindingly fast. Try chasing some racers around some day and see what fast really is. My mates will vouch for the fact that I am slower than some of them and faster than some of the others. Yes, they all speed too, by the way, every chance they get. It's one of the reasons we all get on so well.

So there it is. I have placed my cards on the table and called.

Let's see yours.

About the Author

Boris is a writer who has contributed to many magazines and websites over the years, edited a couple of those things as well, and written a few books. But his most important contribution is pissing people off. He feels this is his calling in life and something he takes seriously. He also enjoys whiskey, whisky and the way girls dance on tables. And riding motorcycles. He's pretty keen on that, too.



Tuesday Breakfast Club

Most Tuesdays there's a small group of the Steel Horses who make the trek up to Mount Glorious. Neat little ride, good brekky, good coffee, good service, good company and the usual conversations.
Absent this week: Ynot





Sunday, 3rd May 2015 10 am to 2 pm

D'Arcy Doyle Place, between Limestone and Brisbane St, Ipswich

The Inaugural Ride for Awareness of Domestic & Family Violence is organised by the Ulysses Club Inc. Ipswich Branch and is open to all motorcyclists.

Leave Locations:

North: Burpengary BP, Bruce Highway Ride Leader: Jay 0407 641 878

East: Loganholme BP, Pacific Highway Ride Leader: Daffy 0438022746

South West: Warwick McDonalds, 71 Albion St Warwick. Ride Leader: James 0458 103 939

West: Toowoomba - Picnic Point. Ride Leader: Gunther 0421 424 126

Ipswich: Yamanto McDonalds, Warwick Road. Ride Leader: Eric 0414 732 245

Clubs/Riders are asked advise the ride leaders of their attendance and to assemble at the above locations at 8am as the ride leaders will be leaving the locations at 8:30am. For specific ride/route questions please contact the ride leader listed for your area. If you are unable to meet at any of the above locations simply join us at D'Arcy Doyle Place.

Once at D'Arcy Doyle, grab and drink and a sausage while you enjoy the live entertainment. Wonder through the motorcycle trade and information stands as well as other stands by Community organisations. For the kids there will be a jumping castle, face painting and fairy floss.

The cost is \$10 per participant. This gives you:

A numbered arm band which will be your ticket number in the raffles at D'Arcy Doyle Place.

Entry to the Show & Shine.

A commemorative patch or pin (to be collected from the registration table at D'Arcy Doyle Place).

As I said above there will be a Show & Shine:

Entry of motorcycles/trikes is via your arm band.

There are 5 Categories: Best Japanese, Best European, Best American, Best 3 Wheeler & People's Choice

Collect the Show & Shine entry form and sticker form the Ride Leader.

For more information (non-route related) please contact Amanda on 0413 420 970 or Adrian on 0433 874 512. Also keep up to date with the latest information on our website (www.ipswichulysses.com/domestic-violence-ride) or on Facebook (https://www.facebook.com/pages/Ipswich-Ride-For-Awareness-Against-Domestic-Family-Violence/1514355755446295?sk=info&tab=page_info)

North Ride Report

15th March 2015



By the Hurricane

Ynot
Jak
Kim
Grumpy & Angel
Stieny
Boots
Pyro & Phoenix
Yogi and Princess

Visitor:
Rick

Beautiful hot 'Autumn' day blossomed for the start of the north ride. There was a good turn out of riders, although I think were duped as Grumpy was supposed to take the ride, but I ended up being available, I am not taking it personally.

As our first stop was Cooroy, so it was a quick dash up the highway to get to there by a reasonable time. We made good time on the highway so I decided to take a slight detour to fill in some time, Bad move! as we turned onto the Sunshine

Motorway I saw a number of illuminated signs that advising us that the motorway was closed between Maroochydore and Coolum. Apparently there was a bike (cycle) race on and they were more important than motorists, to quote Ynot - 'fuck those bike riders, they don't even pay fuck'n registration but they are more important than fuck'n cars and motor bikes that do, then he muttered something about fuck'n arseholes? It was something like that anyway.



North Ride

The detour on the detour added about 15 minutes to our arrival time at the Cooroy Hotel so it made the beer taste even better, sorry about the sore rear end though.

After leaving Cooroy we headed towards Skyring Road and onto Kenilworth. It didn't take long to get there as Kenilworth was only about 40 minutes ride from Cooroy, just as well I think as some where starting to show signs of malnutrition. The Kenilworth Pub was very busy and I thought it might take awhile for the meals to come out, but it was working like clock work, excepted for Grumpy and Rick's who decided to order an exotic 'Pork Belly' which also held up Angels meal!.

After fuelling up we headed to Montville via Obi Obi Road and a few were able to relieve their tension on the open road. After regrouping we traveled through Montville and down the hill towards Landsborough, we turned off at Bald

Knob Road and enjoyed a meandering cruise through the country side and down onto Steve Irwin Way. Upon finding our way back to the Bruce Highway we discovered a massive traffic jam! nothing that couldn't be over come with a bit of high speed lane splitting! It was then onto the twin BP's for hugs and kisses.

Oops - a reliable source told me that after I departed the Twin BP's Kim discovered he couldn't start his bike, not unusual for a Harley I know? However after a quick diagnostic analysis of the issues and a phone call to the Kenilworth Service Station, it was discovered he had left his 'location key' there when he filled up!!!!!! last heard of he was on the back of Steiny's bike heading back there to get it. Some might say he just wanted to be a Goldwing 'B.tch. A big thanks to Steiny for his assistance, especially as he was not feeling that well, fantastic Steiny.

Hurricane



The ride photos from Hurricane's North Ride (Sunday 15th February 2015) can be viewed here:
<http://tinyurl.com/SteelHorses-North-150315>





Slips of the Tongue

12 of the finest (unintentional) double-entendres ever aired on TV and Radio

1. Ted Walsh - Horse Racing Commentator
'This is really a lovely horse. I once rode her mother.'
 2. New Zealand Rugby Commentator –
'Andrew Mehrtens loves it when Daryl Gibson comes inside of him.'
 3. Pat Glenn, weightlifting commentator –
'And this is Gregoriava from Bulgaria .. I saw her snatch this morning and it was amazing!'
 4. Harry Carpenter at the Oxford-Cambridge boat race 1977 –
'Ah, isn't that nice.. The wife of the Cambridge President is kissing the Cox of the Oxford crew..'
 5. US PGA Commentator –
'One of the reasons Arnie (Arnold Palmer) is playing so well is that, before each tee shot, his wife takes out his balls and kisses them
 6. Carezza Lewis about finding food in the Middle Ages on 'Time Team Live' said:
'You'd eat beaver if you could get it.'
 7. A female news anchor who, the day after it was supposed to have snowed and didn't, turned to the weatherman and asked:
'So Bob, where's that eight inches you promised me last night?'
8. Steve Ryder covering the US Masters:
'Ballesteros felt much better today after a 69 yesterday.'
 9. Clair Frisby talking about a jumbo hot dog on Look North said:
'There's nothing like a big hot sausage inside you on a cold night like this. '
 10. Mike Hallett discussing missed snooker shots on Sky Sports:
'Stephen Hendry jumps on Steve Davis's misses every chance he gets.'
 11. Michael Buerk on watching Philippa Forrester cuddle up to a male astronomer for warmth during BBC1's UK eclipse coverage remarked:
'They seem cold out there, they're rubbing each other and he's only come in his shorts.'
 12. Ken Brown commentating on golfer Nick Faldo and his caddie Fanny Sunneson lining-up shots at the Scottish Open:
'Some weeks Nick likes to use Fanny, other weeks he prefers to do it by himself.'

THE CLUB WEBSITE IS AT:
steelhorses.com.au



VIETNAM VETERANS SHOW 14 MARCH 2015



To see the Best Burn Out
check out the link
on YouTube:
<http://youtu.be/cYjyBT7fn6w>

