

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

April 2015

VOL 7, ISSUE 4

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Service**

**Club Rules
and Roles**

**How To Ride In
High Winds**

**Meandering
On A Monday**

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Harley Vs Indian**

**I'm Rid'n,
course I'm
Smile'n**

**Current
Ride
Reviews**





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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.





April
2015

Rowdy's Rant

(Incorporating Ynot's explanation of the rules)



For the benefit of new members and those who may not know, I would like to explain a little about the club structure and the Management Committee. Steel Horses Cruising Motorcycles Social Club Inc. was incorporated in the state of Queensland on 13/11/ 2009.

Being incorporated means that there are certain minimum requirements that the club has to comply with. These requirements are set down in the relevant act applicable to "Not for Profit Clubs", and this is administered by the Office of Fair Trading (OFT). The act is the Associations Incorporated Act 1981.

The club must have Rules of Incorporation that have been sanctioned by the OFT and these set out the rules which the club must comply

with in its continuing operations. Several of these rules relate to the Management Committee which has the general control and management of the administration of the affairs, property and funds of the association (Club). The management committee has authority to interpret the meaning of the rules and any matter relating to the club not covered by the rules. To help interpret and administer the rules, the committee has written by Laws which we refer to as Guidelines, and we have attached these Guidelines to the Rules of incorporation to form one concise document.

The rules of the club require that the management committee be comprised of a Founder, President, Secretary, Treasurer, Coordinator, and Riders'

Delegate, all of whom (Except the Founder), must vacate their positions at every AGM and reapply for their appointment. All positions except the Founder are elected positions. The rules and Guidelines go into great detail as to how the management committee is appointed and what duties each must perform. The management committee must meet a minimum of three times per year.

To give you some idea of what each committee member must do, a brief description is given below for each of the roles. For a detailed listing of all the duties and responsibilities for each committee member, refer to the Guidelines.

FOUNDER

The club Founder (Sarge) is the club figurehead and has overall authority to ensure that the club functions according to the club rules. The Founder sets the overall club agenda and is the main influence for setting the culture and vision, and is influential in formulating the club's direction and strategy so that the club's objectives can be achieved. He is also the sole public representative of

the club, which means that only Sarge can speak publicly on behalf of the club. The Founder is a signatory on club cheques, is chairman of the management committee meetings, and has the authority to determine the appropriate resolution to any issue that progresses through to the final stage of the dispute process.

PRESIDENT

The President is the principal club organiser and in consultation with the Founder, has overall responsibility for ensuring the club is run in accordance with the club rules, guidelines and the desired club culture. This is a more hands-on role than the Founder and involves organising and conducting meetings and ensuring all committee members are carrying out their duties as required. The role also involves solving the many issues that arise from day to day and resolving conflicts and disagreements that inevitably arise when you have a disparate group of people involved in social interaction. The President must sign all documentation that goes to the OFT, and is a signatory on club cheques.

SECRETARY

The Secretary is the principal club administrator, public officer, and has overall responsibility for the club administration, and is the club contact person for the OFT. The list of the secretarial duties is very long and includes; membership register, newsletter, website, minutes of meetings, correspondence inwards and outwards, annual returns to OFT, updating rules and guidelines, membership issues, prepare and conduct elections, maintain club files, organising club promotion stationery, performing the duties of the public officer.

TREASURER

The Treasurer is the principal club financial and commercial officer and has overall responsibility for all club financial and commercial dealings. The Treasurer is one of the three officers authorised to sign club cheques. A list of duties performed by the Treasurer include; preparation of monthly reports for members, preparing annual reports for the OFT returns, receive all money that is due, pay authorised club expenses,

Club Roles

keep accurate books of account, oversee the Merchandiser if there is one, organise all patches and insignia, perform all the club banking, work closely with the bank when there are changes to authorised cheque signatories, organise club raffles and oversee fundraising activities.

COORDINATOR

The coordinator is responsible for ensuring that all events are planned, programmed and presented to all members in a timely manner. This involves collecting details of all future rides from Ride Captains, details of other club events, and producing a twelve monthly calendar showing all the club events. This calendar is updated every three months, so that members can make arrangements to participate in club events. The

Coordinator also monitors participants on rides so that the Ride Captain's award and the Ride Captains patches can be awarded. Also the rides attended by prospective new members must be monitored so that new membership requirements can be satisfied. The Coordinator organises accommodation and meals for the club events that are out of town or part of the AGM.

RIDERS DELEGATE

The purpose of the Riders' Delegate is to be the representative for all rider members on the management committee, and be the first point of communication for any issues of concern or clarification. The Riders' Delegate is the first contact for any rider who has a complaint, problem, or enquiry concerning his or her activities in the club, and it is the Riders' Delegates

responsibility to attempt to resolve any issues requested by riders. If any issue cannot be resolved by the Riders' Delegate, it must be referred to the Management Committee for resolution. The Riders Delegate must be available to explain the rules to existing, new, and prospective members, help new members to understand the club culture, and assist prospective members to complete the application forms. The Rider's Delegate is also responsible for ensuring that all members have a current licence.

The Rules and Guidelines are available for all members to peruse at all meetings. If any further explanation is required contact the Riders' Delegate or a committee member.

Rowdy and Ynot





ANZAC DAWN PARADE

25th April, Anzac Day Dawn Service in the grounds of their bunker at 132 Meakin Road Kingston.

The VVMC have always had an Anzac Day Dawn Service on their grounds; but this time, because it's the 100th Anniversary of our landing at Gallipoli, they are also inviting members of the public, and Social Motorcycle Clubs, to attend.

In particular, the VVMC website says:

We would like to make this day memorable and bring Social Motorcycle Clubs together in support of this historic event.

I've phoned the VVMC, and I've confirmed with them that the Dawn Service will start at 5:30am.

After their Dawn Service, the VVMC will have a \$6 breakfast available in their Dining Area for all those present.

Later in the morning, The Vietnam Vets will lead a ride from the VVMC grounds into the CBD Brisbane, in order to attend the formal Anzac Day Parade in Brisbane's CBD (which I think starts at about 9:30am). I've been told that there will be about 500 or so bikes in this column riding together into the Brisbane CBD, and that the Police will be blocking off a whole street for us to park in.

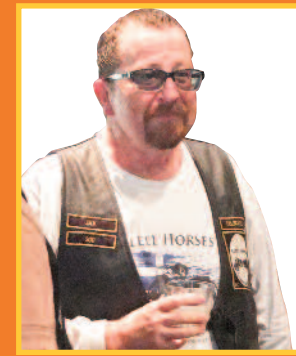
The last time SteelHorses visited (as a club) the VVMC bunker was on 14th March for their Bike, Trike & Hot Rod Show. On that occasion we met at Calamvale, but I think it would be better if we met somewhere closer, like McDonald's at Woodridge, (corner of Leichardt St and Wembley Rd). It takes about 5 minutes to ride from there to the VVMC bunker. I suggest that we meet there at 4:00am, with a departure time of 4:30am. That should give us plenty of time to ride to the VVMC bunker, park our

bikes, and walk down to their Cenotaph.

That particular McDonalds is a 24/7 restaurant, so it will be open for hot coffee etc at that hour!

This should be a very moving and memorable event. I'll most definitely be going (regardless of the weather), and I hope that as many SteelHorse members as possible will also be able to attend.

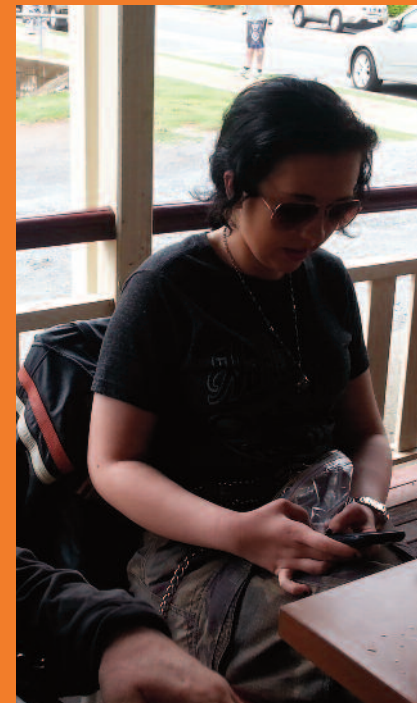
Kim



22nd March
2015

Riders:

Jak
Yogi
Ynot
Pyro
Phoenix
Trouble
Steiny



South Ride

An historic collaboration between Westside and Southside

The weather man was predicting the usual gloom and doom so I had advised I would send out an early morning email if the ride was going to be cancelled. When I checked the weather radar on Sunday morning it was looking like isolated showers so I sent out the green light and headed down to Yatala to see who would turn up.

Shortly after I arrived Yogi and Ynot showed up and we were rechecking the radar to decide whether to cancel when Pyro, Phoenix and Trouble pulled up followed shortly after by Steiny. We were just discussing that we would look like soft cocks if we didn't go now when Sugar rang to say that, as it was damp out, she would not let Sarge come, as he might catch his death of cold if any precipitation landed on him. Mac had sent in a email apology to say as it was bucketing down on his side of town he would not be coming.

On close examination of BOM radar the worst of the rain was South. As we had a representative of the West side ride crew with us (and with his permission, I wouldn't be starting any turf wars) we decided to ride in a south westerly direction bound for lunch at Peak Crossing. As I passed Wolfdene I could see that it was not raining on Tambourine so I headed up there and down Henri Roberts Drive and back to Canungra for smoko at the Outpost cafe. After a coffee there we mounted up and headed to Peak Crossing for lunch.



West Ride Report

29 March
2015



Ride Captain :
Pyro

Tail end Charlie :
Mac

Riders :
Sarge,
Yogi,
Steiny,
Texas,
Spice (Kim)
Phoenix

Pillions :
Cheyanne

Today started like most West rides with good weather and a good brekkie at the Coffee club, Sarge, Mac and Steiny met Phoenix and I at the Coffee club. After brekkie we met up with Yogi, Texas, Spice and Cheyanne at Maccas Goodna. After a short chat I grabbed everyone's attention for the ride brief on what we were doing today.

Mac volunteered for tail end and Yogi stayed up the back as well to help look after our newest pair of riders, Spice was on her Intruder which looks great with the new paint job, and Phoenix was on her S40 Boulevard. We left Maccas and went up the freeway and turned off the Warrego to head for Mount Crosby and around Kholo Road back out to the freeway. Its a nice little detour going through some nice turns and some interesting scenery. This brings us back to the Warrego and then we headed up Pine Mountain Road bypassing Blacksoil. We stopped at Fernvale around 10.00 am for a short bum rest and it is here that Sarge needed to go for home as he forgot his pain killers and his back and neck were giving him issues, thanks for joining us for as long as you did, hope you are feeling better for the next ride.

After about 30 min we straddled our beasts and head for the

Mount Glorious turn off. We bypass Mount Glorious and head for Somerset Dam and stop at the little Café at the base. Unfortunately the Café is still closed and all this can be now is a short bum rest, after 15 min we head back up the cool twisty road heading to Kilcoy but turn left onto Greggors Creek

Road and for our lunch destination of Toogoolawah. I like this road but Spice and Phoenix both had a bad experience with oncoming cars not moving over in the narrow parts. Luckily no one got hurt, Spice handled herself well from what I heard. We arrived at lunch about 12.20, Yogi had places to be so he said his goodbyes and headed for Gatton. Thanks for the company while you were with us. After lunch at the pub we headed for Fernvale and stopped at the Mt Glorious turn to say farewell to Mac as he was going over the mountain for home, so we called the ride here. Spice, Texas and Cheyanne turned into Fernvale while Phoenix, Steiny and I went for Blacksoil where ice blocks were on the menu. Another good day on the bike with great friends. Thank you Mac and Yogi for helping our new riders today. I look forward to seeing more of Spice and Phoenix on their bikes.

Pyro



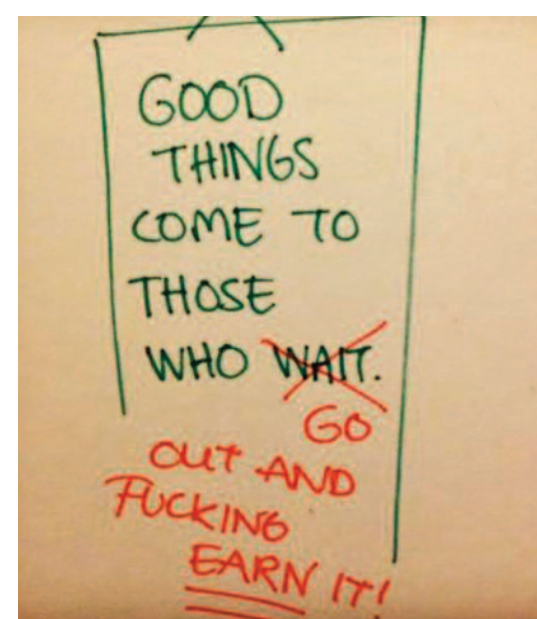
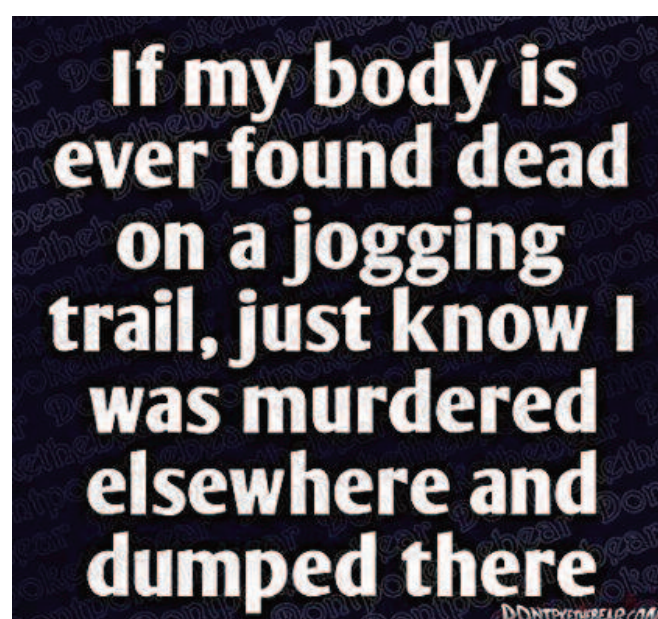
At Peak Crossing there was an array of vintage and veteran bikes that were on a rally and were interesting for a look. On the whole ride from the start to finish points we had not got one drop of rain.

The ride was called at the lunch stop but I said that if it was fine I might head home over Mt Glorious. When I asked Pyro if he would do that too he said "No...I've had enough riding for

today". At this point my head began to spin..I thought am I dreamingwill sugar plum fairies appear before me any minute..then I realised no they wouldn't because they had all stayed home to keep out of the rain and missed another great Steelhorses ride.

Cheers

Jak



How to ride in high winds



BY MARK HINCHLIFFEIN TIPS/TRAINING — 6 JAN, 2015

One of the trickiest conditions to ride in is high wind, especially if the road is also wet

High winds can be dangerous as they can blow your bike off course. They can also be tiring on a rider and just plain annoying.

High wind doesn't worry the Kiwi sheep

Don't go riding in gale-force winds on purpose. However, sometimes you simply get caught out by high winds, so you need to be prepared.

If there is one place in New Zealand that has consistently strong windy conditions, it's Mossburn in the southern region of the South Island. We had to ride through the area twice, but fortunately, it is an isolated area of high wind and we were soon out of it.

Here are 10 tips for riding in high winds:

Look for signs of wind

- 1 Be alert for tell-tale signs of the wind so you can judge which way it is blowing. Look at grass, the tops of trees, flags, windmills and birds. If they are blowing in one direction, you can set up for the blast, but if they are blustering back and forth, you are in for a battering. Places of high winds are typically open plains, valleys, mountain tops and beside large bodies of water.
- 2 When you have assessed the conditions, set up your riding position for the oncoming blast.
- 3 If you have to go riding in the wind and you have a selection of bikes to take, select one that does not have bodywork, panniers, top box or a windscreen, unless it's frame mounted. Bar-mounted windscreens and fairings will push the bike around in the wind. Heavy bikes with a low centre of gravity are better than lighter and tall.

- 4 In a headwind or tail wind, duck down and pin your arms and legs in. In a headwind, drop down a gear and accelerate smoothly into the wind to give you more control. In a tailwind, you may like to trail a bit of rear brake.
- 4 Crosswinds are trickier. You need to loosen up and not grip the handlebars with white knuckles. The bike is going to be blown around a bit, but you don't need to choke it to retain control. Move forward in the seat and raise your elbows, motocross style. This gives better control of the steering.

Knees and elbows out in high wind
- 5 A Kiwi motorcycle journalist gave me this tip that seems to work: If the wind is blowing from one side, hang the corresponding knee out. Somehow the wind will blow your leg about rather than the bike.

- 6 Blustery conditions are the most unpredictable. Ride slow and loose, elbows out, and be prepared to accelerate, lean and steer suddenly to regain control.
- 7 Give yourself margin for error. Ride in the middle of the lane and don't aim for apexes as a sudden gust may blow you into oncoming traffic or off the side of the road.
- 8 Look out for protection from

crosswinds, such as buildings, bushes, lines of trees, culverts and moving protection such as vans and trucks. If the wind is blowing from the side, you will be leaning the bike into the wind and when you enter the protection zone, the bike will suddenly tip further. Likewise, as you leave the protection, you will be blown the opposite way. In short protection zones, this can blow you one way and the other very quickly.

- 9 Take more frequent rests. Looking for the prevailing wind, setting up your riding position and reacting to being blown around takes it out of a rider, physically and mentally. You'll need to take more breaks.
- 10 Check the weather warnings before you head off.



THE CLUB WEBSITE IS AT:

steelhorses.com.au

P 1951 HARLEY DAVIDSON **PANHEAD**



Thunderbike are making big waves on the custom scene at the moment. Granted, some of their builds are at the fluoro chopper end of the scale: German Harley-Davidson specialists are not renowned for their moderation. But the Hamminkeln workshop's "PainTTless" won the last AMD Championship, and this 1951 Harley has style and craftsmanship in equal abundance.

'FlyingPan' is a 1951 Harley-Davidson EL, which means it's a Hydra-Glide with the high compression Panhead engine. Thunderbike started by rebuilding the motor and upgrading it with an S&S Super E carburetor kit, S&S manifold and Custom Cycle Engineering rocker covers.

Leading the way is a vintage-style springer fork from W&W. The brakes, front and back, come from K-Tech. The rest of this Harley is dripping with Thunderbike's own custom fabricated parts, from the exhaust system to the bars, rear fender, oil tank and even the wheels. And if the lines of the gas tank look familiar, it's because it's a stock Sportster tank—but it suits the aesthetics of this bike perfectly.

Finishing touches include a seat by artisan leatherworkers Maas Sitzleder and a lick of black and orange paint from Kruse Design. It's a blend of vintage elegance and modern upgrades—with a hint of samurai chopper mixed in.



Mac's



6th April
2015

Riders Choice
Unofficial North Ride.

Participants:
Steiny
Sarge
Pyro
Phoenix
Trouble
Kim
and Mac

Monday Mountain Meander

Just a short report for this special ride on Easter Monday after most of the Easter break was plagued with rain and poor riding conditions.

We all met up at the Gap BP garage at 8-00am where the Tuesdays Mountain Men riders leave from. Our first stop was the usual tree top cafe at Mt Glorious and on further inspection found every table taken and a huge gaggle of bikes parked along both sides of the road. There was an estimated 100 bikes in total. Group decision was to keep going on down the mountain and grab a bite to eat somewhere less populated. It wasn't until we puuled up down the bottom of the mountain at the T intersection we realized Hurricane was going to meet us at the planned cafe on the top!!! After a message or two, Hurricane advised he made it up there and also jagged a table but alas, we had already moved on. A slip of the memory I will have to repay him at some point in the future :) (Sorry mate)

From the bottom of the mountain Sarge peeled off and headed for home as he had other commitments.



Rider's Choice

We proceeded on to Somerset dam and followed the twisties along the western side of the lake being treated to some fantastic views and picturesque country made even prettier by the rains that had the landscape glistening green. Some slower cars held us up for some parts but as we came into 100 klm zones again, we were back on track.

We soon arrived at Kilcoy and found very few establishments actually open so we decided to dine in at the local pie shop and bakery where we feasted on sausage rolls and coffee. Was pretty good actually. From here we went on a slight detour that Pyro knew well and paralleled the main highway around the back of the correctional centre right through to Woodford. Was a pretty nice road actually. I took advantage of the low traffic flow on this good backroad and tried some creative filming techniques with my little sports video camera. The results of which can be found here:
<https://www.youtube.com/watch?v=cHLTtVN7vPY>



We came back onto the highway and travelled through to Wamuran where we hung a right turn and traversed the Campbell's Pocket Road twisties, back onto Mt Mee road and all the way down to Daybora. Here we had a few drinks at the local pub. After this, we all went our separate ways and after refueling, I did the Mt Glorious twisties one more time before heading home.

Was a great day with great people.....as usual.

Was great to blow out a few cobwebs that formed throughout Easter and the big wet period.

Mac.

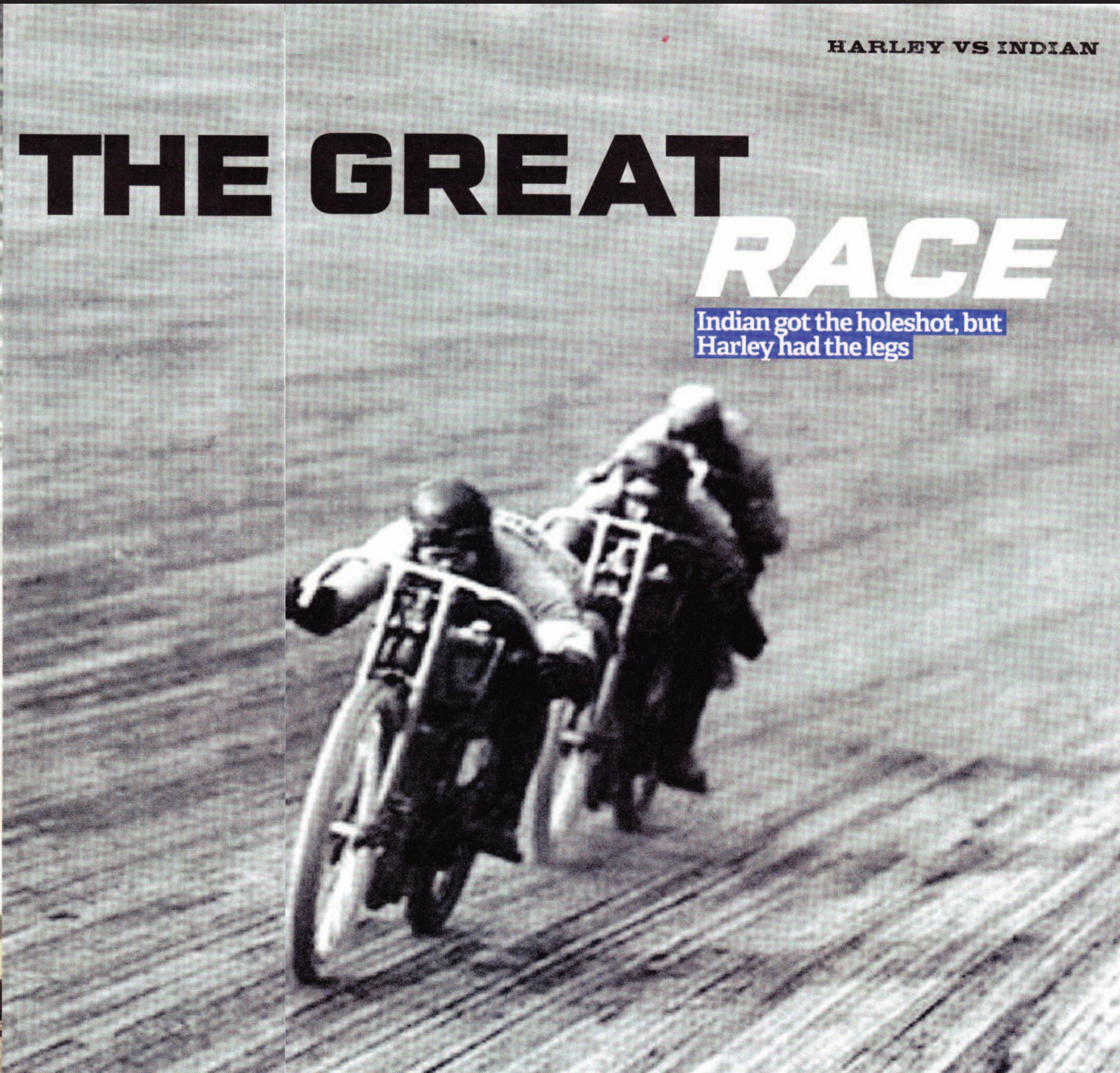


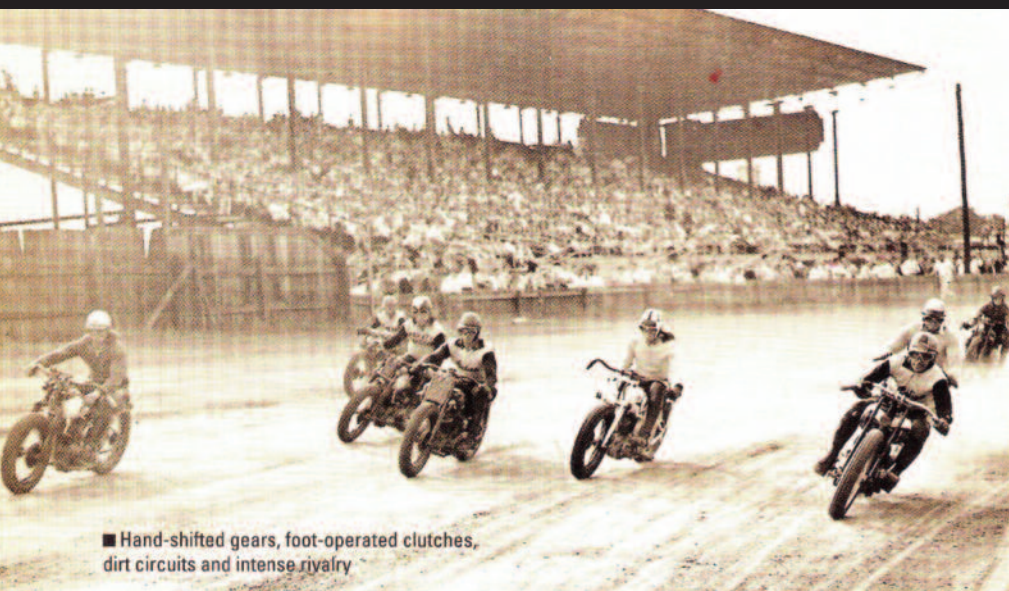


HARLEY VS INDIAN

THE GREAT *RACE*

Indian got the holeshot, but
Harley had the legs





■ Hand-shifted gears, foot-operated clutches, dirt circuits and intense rivalry



■ Even well into the 50s, US races were just about full of Harleys and Indians

STORY: GEOFF SEDDON

In the great battle between Indian and Harley-Davidson, Indian was first out of the gate, hitting the market in 1902 with a production motorcycle for sale to the public one year before Henry Ford sold his first car. America's first motorcycle was a modest single-cylinder engine in a lightly-modified pushie frame and at \$200, wasn't exactly cheap. Total sales for the year were 143 units.

Pushbike racing was the most popular sport on the planet at the turn of the century and many teams attached crude internal combustion engines to pace cycles that were used to tow the cycle racers up to speed. This was the market Indian Motorcycles was initially aimed at, but it wasn't long before these newfangled gadgets established much broader appeal and earned their own race series.

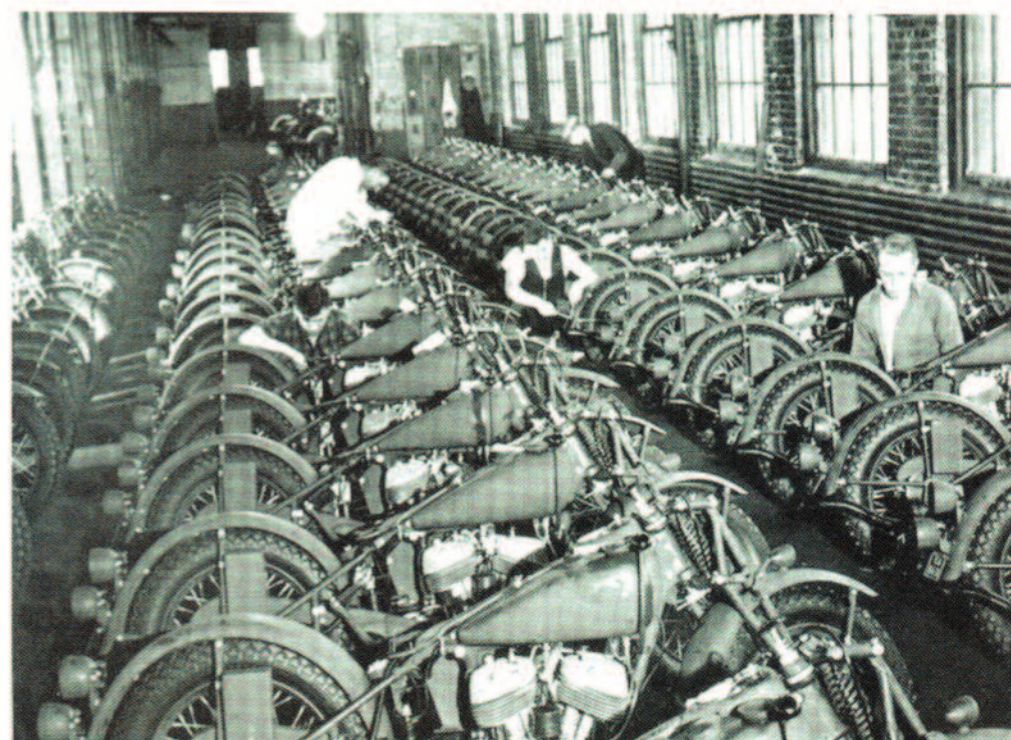
Founders George Hendee (who had been selling American Indian bicycles since 1897) and Carl Hedstrom were former cycle racers who knew all about winning on Sunday and selling on Monday. Carl had the bigger testicles and, taking full advantage of Indian's radical new handlebar-mounted throttle, set a world motorcycle speed record at a heady 56mph in 1903, at about the same time young William Harley and his buddy Arthur Davidson were consigning their first prototype engine to the delete bin. In what some would see as eerily prophetic, the 7ci (116cc) single didn't have enough puff to get up the hills of Milwaukee.

With some help from outboard pioneer Ole Evinrude, Will and Arty did what Harley-Davidson has been doing ever since by solving the problem with a bigger engine, a new 25ci (400cc)

single housed in a purpose-built chassis allegedly stolen from Joseph 'Flying' Merkel, which went into production in 1905. Twelve bikes exited the factory gate that year, by which time Indian were producing that many a week and already racing their first V-twins. By 1907, those V-twins were being sold to the public and Indian was well on its way to being the biggest motorcycle manufacturer in the world.

These were heady times, with more than 40 major motorcycle manufacturers in the US alone, including famous names such as Pace, Flying Merkel, Excelsior and Henderson, but the First World War was about to sort out the wheat from the chaff.

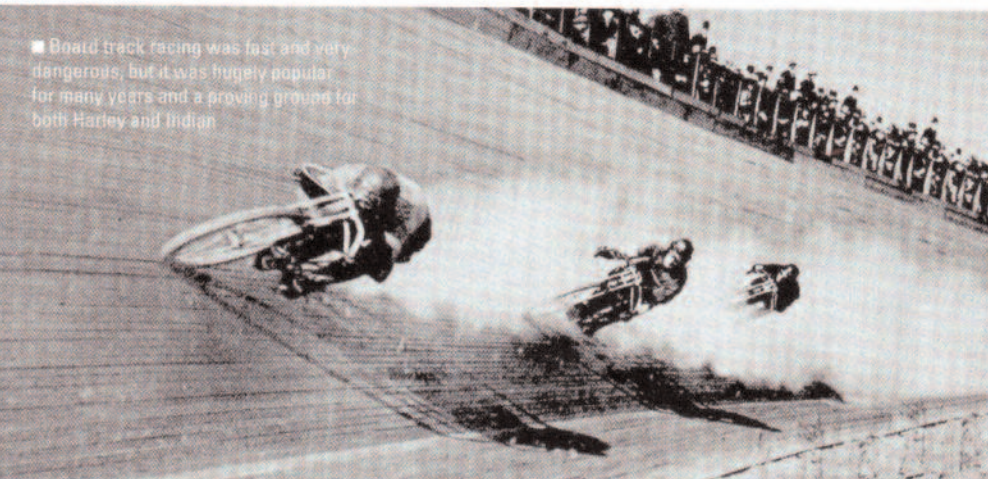
Indian was the dominant player, technically, in the marketplace and



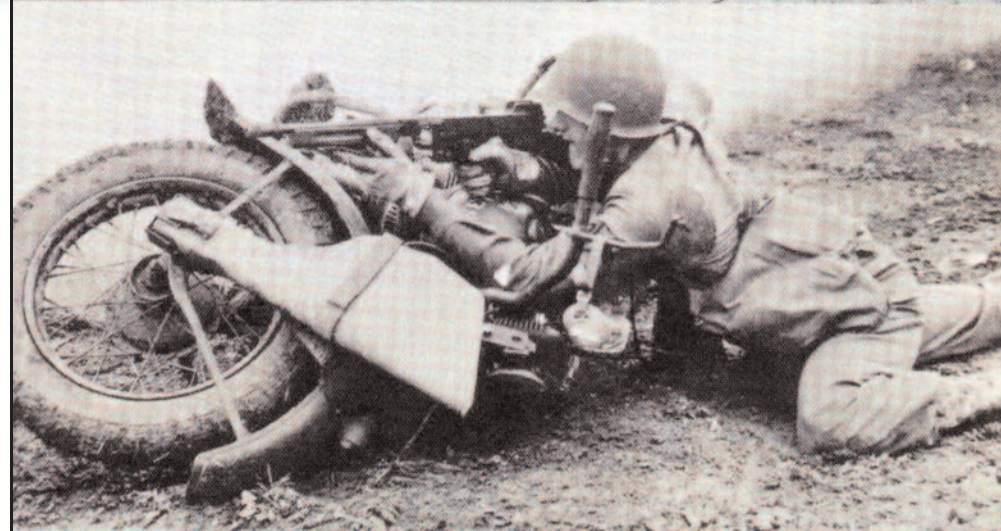
■ Sending Scouts to war: WWII wasn't as big a boost for Indian as it was for Harley

"The new bikes, designed in-house from scratch, were an under-developed under-powered unmitigated disaster with appalling reliability"

on the track, including a memorable 1-2-3 finish in the 1911 Isle of Man TT. Not only was Indian first to market a V-twin, it was also first to debut a multi-speed transmission, electric lights,



■ Bold track racing was fast and very dangerous, but it was hugely popular for many years and a proving ground for both Harley and Indian



electric starters (briefly) and adjustable front suspension. It was that same year, however, that Harley finally got its act together with a new mechanical-valve V-twin (its predecessor had vacuum inlet valves), which brought success on the racetrack, volume sales and economies of scale. Entering WWI, Harley was starting to close the gap but Indian was too busy setting up what looked like some crucial own goals to notice.

The first was the resignation of engine guru Oscar Hedstrom in 1913, protesting dodgy boardroom decisions to manipulate the company's share price. George Hendee pulled the pin just a few years later.

Suits know best, of course. Addicted to short-term profit, the board did Harley a second favour by agreeing to sell almost all the production run of the much-improved Indian Powerplus V-twin model, released just the year before, to the US army when America joined the Great War in 1917. It took special skills to deprive the biggest motorcycle dealer network in the US of its best-selling model.

Indian's biggest competitor, meanwhile, was still being run by people

with names like Harley and Davidson, and playing a longer game. They also nabbed a juicy 15,000-bike army contract but, instead of pissing it up the wall, managed to ramp up production in an attempt to meet both military and private dealer sales, of which there was suddenly no shortage.

The silver lining from Hedstrom's departure was the elevation of Charles Franklin to head of engineering. Both Harley and Indian had concentrated their resources on their race bikes — powered by high-revving, OHV, four-valve-per-cylinder performance V-twins — but it was Franklin who designed the 1916 Indian Powerplus streetbike as a side-valve. It was the perfect engine for its time, offering simplicity and reliability in a compact and cheap-to-build form, and delivering bags of low-end grunt with an ability to run on just about anything.

Harley was not asleep, especially on the track. Racing in those days took three forms — board track (a huge velodrome with a timber surface), dirt track and inter-city or cross-country endurance runs — and the smaller Harley plant

HARLEY VS INDIAN



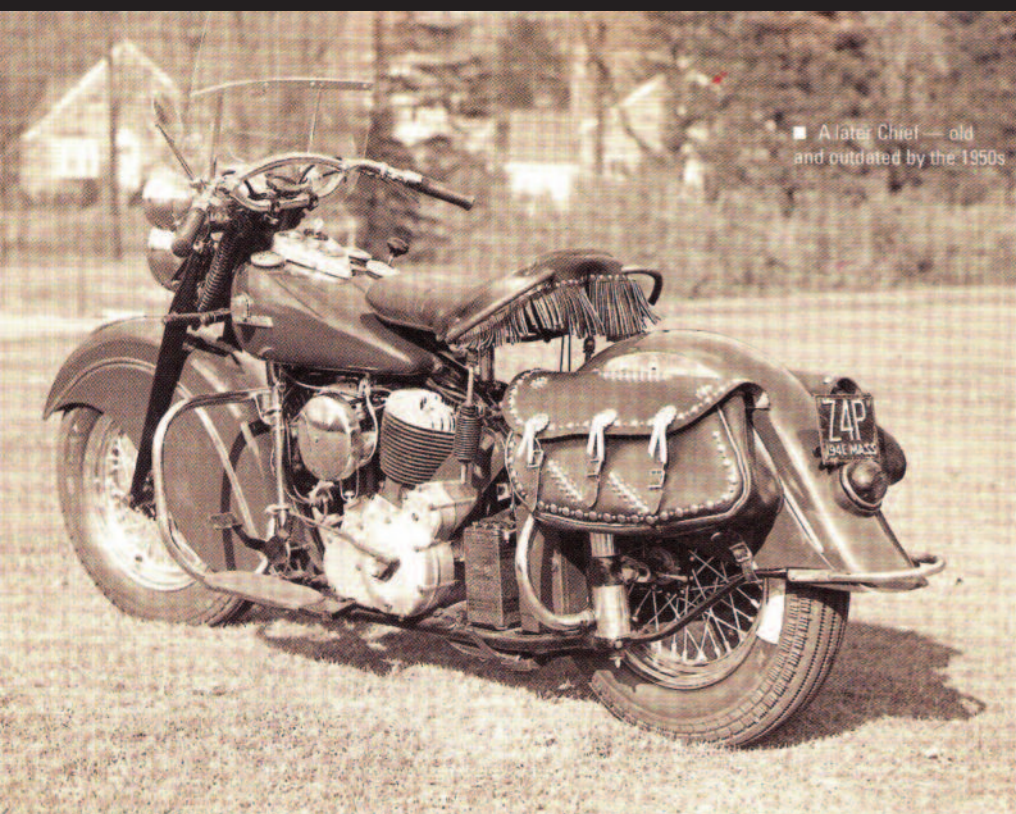
■ Willie G's up: in 1963, 10 years after Indian's Chief expired, Willie G Davidson took up his crayons for H-D



punched above its weight by taking it to its bigger rival in all forms of the sport. Both companies employed full-on racing teams, the rural-based good-ol'-boy Harley team infamously including a piglet as their mascot, which earned them the nickname of the Hog Boys. It was many decades later that the factory appropriated HOG for the name of its Harley Owners Group and as the company's abbreviated name on the New York Stock Exchange.

Harley also caught the side-valve bug in 1919, although its first effort, a flat-twin with the cylinders placed fore and aft was done and dusted within four years. Harley's big twin from 1914 to 1929 was based around an inlet-over-exhaust design, but the company struck gold in '29 with its first 45ci (750cc) side-valve V-twin, which eventually evolved into the much-loved WL in 1937, the first to feature a recirculating engine lubrication system. The 74ci (1200cc) VL big-twin, introduced in 1930, also did away with total loss oiling in 1937 and was renamed the Model U, with an 80ci (1340cc) UH released alongside it for sidecar use.

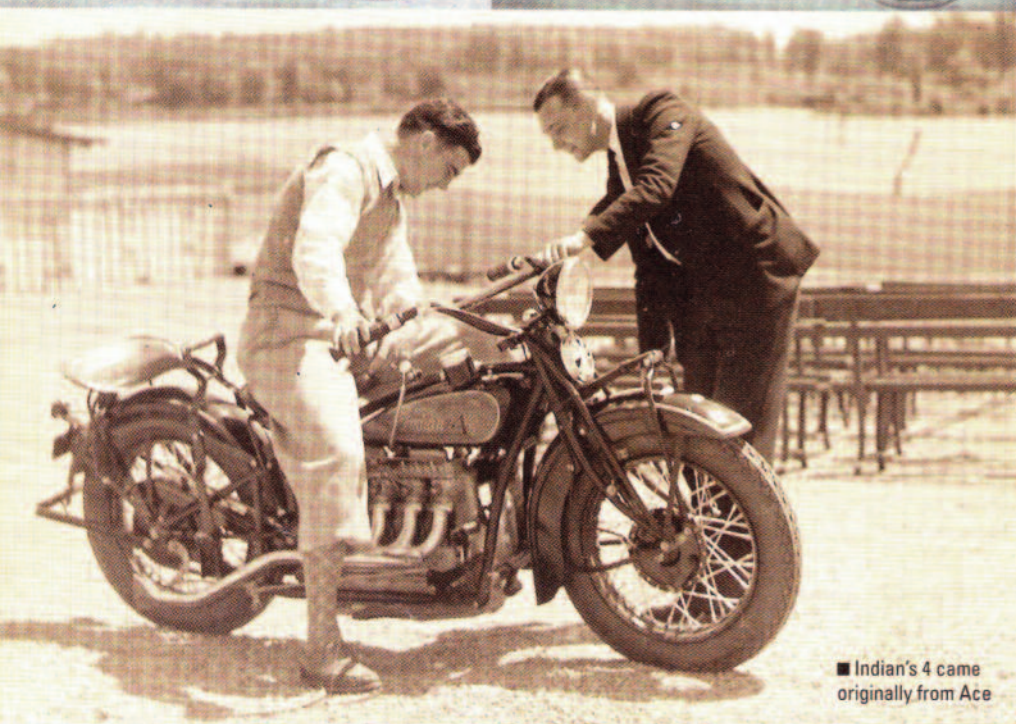
Harley's modern engine family can ►



■ A later Chief — old and outdated by the 1950s



■ Indian's Hendee (left) and Hedstrom got the company off to an extraordinary start and it was soon the world's biggest motorcycle manufacturer



■ Indian's 4 came originally from Ace

"For the first time in decades, owners no longer required significant mechanical skill and commitment to keep their Harleys on the road"

be directly traced to these two iconic models. In 1952, the WLs went to unit construction of the engine and gearbox for the 45ci Model K, which later morphed into the OHV Sportster. The Model U was released at much the same time as Harley's first OHV big twin, which became known as the Knucklehead, which begat the Panhead in 1948, the Shovelhead in 1966, the Evolution (or Blockhead) in 1984, the Twin-Cam in '99 and the Twin-Cooled in 2013.

Indian continued to manufacture its eight-valve OHV V-twins as race bikes into the 1920s, but the road bikes were all side-valve, increasing from 61ci (1000cc) to 74ci (1200cc) in 1920. The Scout also debuted that year, as a 600 (37ci) in semi-unit construction form. This design was then used for the first 61ci (1000cc) Chief in 1922 and the 74ci Super Chief in 1923, as the company geared up to produce the 250,000th Indian to roll off the Springfield production line.

In 1929, paint czar Paul DuPont became president of Indian, which, despite its racing and technical successes, had never really recovered from the self-inflicted wounds of 1917 and 1918. With competent management and a vast array of new paint colours, Indian was in relatively good shape to survive the Great Depression. The trademark valenced fender skirts were introduced in 1940, for civilian models at least, along with 16in balloon tyres and Indian's first attempt at rear (plunger-style) suspension, as the two remaining American factories tooled up for WWII.

Harley was by now the dominant factory and had the better war, manufacturing some 90,000 military bikes (mostly 45ci WLAs) for the Allies at a superior unit price to Indian's mixed bag of 33,000 Scouts and Chiefs. Vast numbers survived (buoyed in Harley's case with a new batch of WLAs built for the Korean war) and made their way down under to nurture our

■ The recent Gilroy and Kings Mountain Indians were built in limited numbers — not enough for a true revival



■ Harley's first bikes were singles, but the twins arrived very soon after



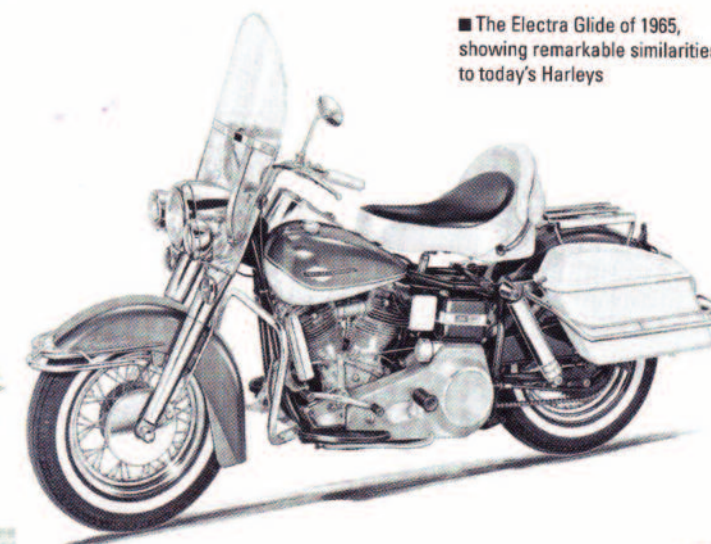
emerging biker culture, especially WLAs in Australia and 30ci (500cc) 741-model Scouts in New Zealand.

As the world emerged from war, Harley was cashed up and ready to party, while Indian was on its arse. DuPont cut his losses by selling a controlling interest in the company to Ralph Rogers who promptly dropped the V-twin Scout and concentrated on a new line of parallel twins and singles to take on a resurgent British motorcycle industry hungry for export income. The new bikes, designed in-house from scratch, were an under-developed under-powered unmitigated disaster with appalling reliability and all but unrideable. Production of the venerable but unloved Chief trickled on for a few more years but by 1953, it was all over, red rover. What was once the biggest motorcycle manufacturer in the world was out of business. The great race had been lost and won.

Harley-Davidson was having its own problems competing with lighter, faster and cheaper products from BSA, Triumph and Norton. An attempt to impose a 40 per cent import tariff on

HARLEY VS INDIAN

■ The Electra Glide of 1965, showing remarkable similarities to today's Harleys



the Pommy stuff was rebuffed in 1952, although US president Ronald Reagan did come good with a 45 per cent tariff on imported motorcycles over 700cc some 30 years later, by which time it was the Japanese factories that were giving the company hell.

Harley had been in a downward spiral for years, its products outdated, expensive, unreliable and increasingly associated with the outlaw end of motorcycling. American Machinery and Foundry (AMF) bought in to save the company's bacon in 1969 but the shiny bums in suits had little feel for the product and the market and by 1981, Harley-Davidson was all but done. AMF offered up the carcass to a management buyout, whose team included a fella by the name of Willie G Davidson, grandson of the founder.

Willie knew what a Harley was all about, introducing a bunch of cool new models such as the Low Rider and the Wide Glide to hold the company over until the release of the Evolution engine in 1988. The company should have called it the Revolution engine: for the first time in decades, owners no longer required significant mechanical skill and commitment to keep their Harleys on the road. Sales skyrocketed to the extent that Harley requested import tariffs be removed, and Harley-Davidson once again presumed the position of one of the world's most valuable motorcycle brands.

Indian? Well, let's not talk about rebadged Royal Enfields and worse as the venerable brand name changed hands like a rusty Holden. The new ones acknowledge the heritage and at least look the goods on paper. Can't wait to ride one. **ARR**

WORLD'S FASTEST INDIAN

No one did more to bring the Indian brand back from the dead than Kiwi Roger Donaldson, writer and director of arguably the best motorbike movie of all time, *The World's Fastest Indian*.

The movie stars Anthony Hopkins as Kiwi speed legend Bert Munro. Bert, from Invercargill on the South Island, made a number of trips to Bonneville, setting a new class land-speed record of 178mph in 1962. He did manage to complete a 190mph run but wasn't able to back it up as required by the Southern California Timing Association for a record. He also exceeded the

magical 200mph on another occasion but crashed.

There weren't too many stock parts left in Munro's 1920 Indian Scout, which usually required a rebuild after every run. This was hardly unexpected from a bike that would have been flat out doing 50mph out of the factory.

The film is remarkable for capturing the essence of motorcycle competition, although some inaccuracies remain. Bert never pissed on his lemon tree to sweeten the fruit (that was a tribute from Donaldson to his own father, who did) and, in any event, Invercargill is way too cold to even think about cultivating citrus.

What makes the distinctive 'sound', 'beat' and 'pulse' of a Harley Davidson motorcycle?

(From the Letters to the Editor column of the Ulysses Club official magazine Riding On (No 122 Autumn 2014) (page 34))

There have been many reports and reviews on the big new Indian cruising motorcycles, but none have mentioned what is the heart of the matter.

Once upon a time, 100 years ago, both Harley and Indian motor companies were building the traditional American tourers; both with a 45 degree V-twin cylinder motor with in line cylinders and a common crank, which gave them a 135-225 degree firing order; hence the very distinctive "beat" or "pulse" of the motor.

Harley Davidson have stuck with this layout right up to the present day, which means a 1942 WLA Harley has the same heritage and beat as a 2014 Dyna Switchback.

You can add fuel injection, electronic ignition, hydraulic tappets, overhead cams, or whatever you like; but the heart of the motor, the feel, the note, the pulse, will remain the same.

On the other hand, the new big touring Indians, which might look like V-twins, have instead opted for offset barrels, separate cranks, and a 180 degree firing order, so they have the same feel and beat as a parallel twin motor!

Indian has missed their mark by straying from their roots!



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)



Annual General Meeting

As you all know by now, our AGM is in Boonah this year on the 19th and 20th September.

Those who plan on attending are asked to notify Sugar, for catering purposes, and to make their own arrangements for accommodation.

Some of us have already booked at the Boonah Motel.

Ph. (07) 5463 1944 ask for Donna and tell her you are with the "Steel Horses Group"

The Motel is situated at the Boonah/Rathdowney, Boonah/Ipswich roundabout.

Cheers

Steiny



By Jak

*12th April
2015*

Attendees:

Jak

Sarge

Steiny

Yogi

Pyro

Ynot

Kim

Drastic

Boots

Visiting couple
Andrew and Angela
on a Rocket 111

South Ride

There was a chill in the air riding down to the meeting point which was nice for a change from the heat and/or rain we have had lately. By the time we left Yatala there were the 9 members listed below plus visitors Andrew and Angela on a Rocket 111 identical to Yogi's. Yogi had met them at Harry's diner and invited them on a ride.

We left Yatala and headed out Stanmore road toward Mt. Tamborine but had not gotten far when we were slowed down significantly by a huge line of minis most of the way to Canungra where we headed over Mt. Tamborine for our first break at the Advancetown pub. When we left Advancetown we headed out through Gilston to more traffic on the highway before we turned off for the Tallebugera valley and Mt Tomewin Rd. This road is fast becoming one of my favourites as the surface is good, there are plenty of twistys and not much traffic.



South Ride

We had a breakout over Mt Tomewin and regrouped outside Murwillumbah before heading to Tyalgum for lunch (after the obligatory u-turn practice). After lunch it was back up through the Numinbah road with a brief stop for fuel at Nerang for a couple of bikes that were running low. We then went to the Coomera servo for our goodbyes where Steiny, Pyro, Kim, Yogi and I stopped for coffee and a chat before heading home.

Another fun day on the bikes and many thanks for the great turnout.

Cheers

Jak



South Ride



WARNING!!

When you drink Vodka over ice, it can give you kidney failure.

When you drink Rum over ice, it can give you liver failure.

When you drink whiskey over ice, it can give you heart problems.

When you drink Gin over ice, it can give you brain problems.

Apparently, ice is really bad for you.

Warn all your friends!!

Christmas in July, 2015

Bowraville

July 25th & 26th

\$10.00 to secure YOUR room
Departs Exit 38 at 8:00am

- ✱ Great Rooms
- ✱ Great Company
- ✱ Fully Cooked Brekky
- ✱ Secure Bike Lock Up
- ✱ Saturday Night Band

West Ride Report

19th April
2015



Texas
Yogi
Mayhem
Pryo
Jak
Steiny
Kim
Boots
Ynot
Sarge
Kim (Spice)
Drastic and Suzie
Corey

As my first time as a West Side Captain would like to thank all Steel Horses that made the effort to attend this ride and Big Kev for showing up and wishing us a good and safe ride. This was a great turn out.

Heading towards Macca's Goodna was very foggy and chilly but ended up being a nice day.

We started at Goodna heading up Ipswich Highway turned off onto the Warrego Highway towards Blacksoil to Fernvale, after Fernvale turn left towards Lowood and just before Lowood turned left towards Marburg going up a nice hill with some twists and a great road. Stopped at Marburg Hotel for rest and refreshments. The guys giving the Bar Assistant a hard time which she took no offence to and our club was welcomed back anytime.



West Ride



Lefted Marburg ventured back onto Warrego Highway to Minden where we turned left onto the Tallegalla Range towards Rosewood. At Rosewood we ventured to Rosevale where some of the guys had a break out. We stopped at Rosevale Retreat for lunch and we were also invited back there too at anytime.

We headed off from Rosevale to Warill View which brought us back onto the Cunningham Highway. We Stopped at the BP Amberley where we said our good byes.

Hopefully everyone had a great day.

Thanks

Texas

