

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

May 2015

VOL 7, ISSUE 5

ANZAC Dawn Service

Military Motorbikes

Ride For Awareness

The Vulcan S Bike Review

2015 Harley Road Glide

The History Of The Bobber

Harry's Diner





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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.



Regular Stuff

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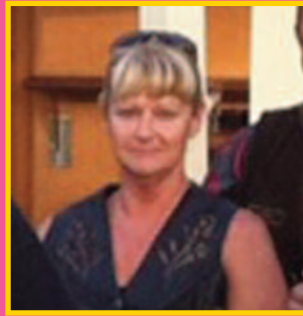
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The opinions expressed in this newsletter are personal opinions and are not necessarily those held by SHCMSC Inc.





from the Coordinator's Desk

Hi All

Anyone who wants to book for the AGM please book NOW because the Motel is filling up! They are now taking booking for the public as well as Steel Horses.

Booking for the meals at the AGM have been confirmed if I do not have your name as attending then there is a BIG chance that you will need to buy a hamburger at the corner store as the Hotel will not have you catered for.

We have another POKER run scheduled for June and I will confirm the date at the next meeting.

The raffle this month is donated by MAC thank you MAC

I want to thanks Rowdy for being a great President and member. And I look forward to him returning to us healthy and fit as soon as possible!

I was asked about social events by a member via email. We can have social events however it requires the person with the idea making the arrangements due to poor responses to Club organized events in the past.

Regards



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

SARGE'S SLANT



It is with regret that I am now acting in the role of Club president. Rowdy has reluctantly stepped down from the role due health issues. I can only wish him the very best in his battle to return to full health and when that day comes I have told him to expect a visit from me with a serious request to come on back to the club that he helped build.

The club is functioning well with new members joining our ranks.

I must say I am a little disappointed with the attendance for the September AGM however those that are attending are looking forward to a good ride on the day via Summer Land Way and then a great meal and drinks that evening in Boonah after we have dealt with the formalities required by the rules of an incorporated Club.

I want to encourage all members to attend as many rides as possible to support your club and enjoy that shiny two wheeled stress

controller you have parked in your Garage. I really want the club to attend more events such as the ride against domestic violence we recently attended and the monthly get together at Harry's diner, if you have any suggestions for these types of rides or events please make sure you let Sugar know so that we can discuss with the committee and add to the ride Calendar.

I want to thank Boots for setting up our new Facebook page and this is just another way of getting the club name out and about so that prospective members are aware of what and who we are and we can continue to grow as a club.

I will continue in the role of President for the next year or so and hope that together we can all enjoy the rides, meetings and events that our club provides us with the opportunity to enjoy.

Looking forward to seeing as many members as possible on the next one
cheers

Sarge



ANZAC Dawn Service

It was fantastic to see such great support from the Steel Horses for this important ANZAC Service.

We all met at the Wembley Road McDonalds for early morning coffees, and eventually some brekkie.

Sarge then led us down tho the Vietnam Veterans' Club House, The Bunker. We all parked together and gathered around waiting for the proceedings to commence. While waiting there was a continuous stream of riders arriving, other clubs and independents.

By the start of the service the Bunker was packed with bikes and a large crowd had gathered around the cenotaph.



HARLEY DAVIDSON
Always A Leg Up

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





ANZAC Dawn Service

The Service was conducted by various members of the Vietnam Veterans with total attention focused on them by those in attendance. Military cadets participated in the ceremony, taking their positions around the cenotaph, adding a solemnity to the service. Excerpts from soldiers' letters were read out, adding to the service.

Steel Horses participated in the wreath laying ceremony, with Steiny taking the honour of laying a wreath on the clubs' behalf. After Taps had been sounded, the ceremony was

complete and all were invited to take part in the breakfast at the Bunker. With such numbers in attendance the food and coffee queues were long. Sarge then very generously offered his place for a cooked breakfast. A stop on the way to his place to pick up bread, bacon and eggs, he soon had the food on the barbecue. Sugar busied herself with the teas and coffees for the troops.

A big thank you to both Sugar and Sarge for their hospitality.

Boots



Tribute to military motorcycles

BY MARK HINCHLIFFEIN MOTORBIKE NEWS — 24 APR, 2015



Royal Engineers on the beaches of Gallipoli

As we've just commemorate the 100th anniversary of the landing at Gallipoli this Anzac Day, riders should take note the significant role played by motorcycles and their riders on that occasion and in many other conflicts since.

members of the Royal Engineers (Signal Service).

Military motorcycles at the Indian Motorcycle Museum, Brisbane

Military motorcycles have played a number of vital roles in times of

including the Harley museum in Milwaukee, the Indian Motorcycle museum in Brisbane and the Australian War Memorial. We have included photos from museums we've visited as well as images from the Australian War Memorial on my Pinterest page.

Most motorcycle manufacturers have, at some time, produced military models. They include Harley-Davidson, Indian, Norton, BMW, Moto Guzzi, Royal Enfield, Honda and Velocette. In fact, some of them started life because of their military use. For example, BSA stands for Birmingham Small Arms company, a manufacturer of military firearms.

Military motorcycle uses have been many and varied over the years. Apart from use in the cavalry as a rapid and manoeuvrable machine to mobilise troops, they have also played vital roles in signals regiments, for mail despatch, medical use and chaplaincy.

BRD electric donor bike for DARPA hybrid project

While the motorcycle's various



Norton Big 4 military motorcycle

uses have been replaced by modern communications and helicopters, there is still a role for motorcycles in today's military and into the future. For example, the American military is researching and developing a hybrid-powered motorcycle for stealth operations by special forces.

Wartime necessitates the research and development of innovative military machinery including motorcycles. One of the more interesting motorcycles developed for wartime use was the Mark 2 Welbike. It was a collapsible motorcycle powered by a Villiers 98cc two-stroke engine. Originally designed by the British Special Operations Executive for use in covert operations, the Welbike was used by British airborne and parachute regiments. The bikes folded down into a parachute container

and were dropped with the airborne units for rapid deployment on landing.

The Welbike pictured (below) from the Australian War Memorial display is understood to have been retrieved from the island of Moratai where it was

used by a Light Aid Detachment to fetch the mail.

So let's not forget the importance of the motorcycle in helping our troops. And, of course, the brave and talented soldiers who rode them!



Military motorcycles at the Indian Motorcycle Museum, Brisbane

As the top image shows, motorcycles were present on the famed beaches of Gallipoli. This Admiralty official photo shows

war and peace and are a significant feature in many motorcycle, and military and war museums around the world,



Mark 2 Welbike

LOWER LANE FILTERING FINES SAY RIDERS

BY MARK HINCHLIFFEIN MOTORBIKE NEWS — 14 APR, 2015

Rider groups are calling for fewer restrictions and lower fines when lane filtering laws are introduced in Victoria in September 2015.

Independent Riders Group spokesman Damien Codognotto says the IRG and the Victorian Scooter Riders Association believe the lane-filtering restrictions and penalties imposed in NSW, Queensland and the ACT (where it is undergoing a two-year trial) are too harsh.

There fines are more than \$300 and three demerit points and restrictions include a maximum of 30km/h and various bans on where, when and which riders can filter.

"Increased restrictions will make filtering less safe," Damien says.

"Heavy fines will mean people who are commuting safely to save time and money will have less to spend on safety gear.

"In NSW they have fines and loss of points for filtering between traffic and parked cars and/or overtaking buses and trucks," he says. "Here bicyclists are encouraged to do this and the onus is put on car occupants not to 'door' riders. We want similar overtaking rules and stop lines for bikes ahead of cars at the lights."

Damien says they are working hard to make sure the Victorian filtering rules are different to other states.

While the different rules will make it complicated for interstate riders, it could lead to state ministers rationalising the rules and making them standard across all states. However, don't hold your breath.

While the rider groups want a minimum of rules and restrictions, they do believe the introduction of lane filtering should be accompanied by a major driver education campaign.

"It should point out that filtering is not new," he says. "It has been done safely since there has been traffic. It is the safest way to ride in heavy traffic."

North Ride Report

26th April
2015



By Mac

Members:

Boots
Yogi
Grumpy
Kim
Mac.

Visitors:

Rick.... And another person whom I have forgotten.

Joining us for Breakfast at Castledine:
Angel.

Another perfect ride day morning greeted us at the SH North departure place at Castledine. We had a few visitors. Grumpys work mate Rick, (who incidentally had a loan of his mates Harley wide glide) and another rider who's name eludes me. he had a nice customized HD. Boots kindly offered to go tail ender.

Our ride started with a highway run out to the Petrie turnoff where we rode out through Petrie and onto Daybora where we hung a right and took a spirited twisties run over Mt Mee and down into Woodford. Both Rick and the unnamed HD rider kept tight ranks and we rode pretty much as a group all the way. Winter just around the corner gave us some cooler riding conditions as we rode over the big hill at Mt Mee and a few of us really felt it!!

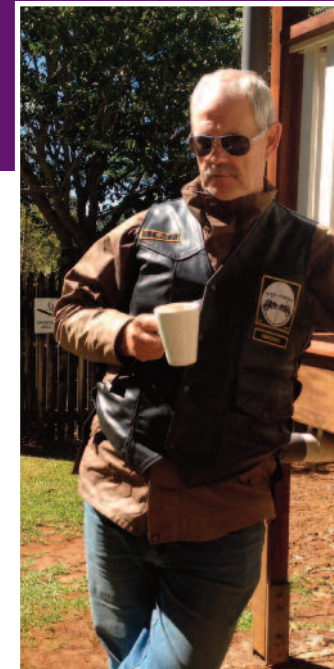
Due to the early arrival at Woodford, we decided to ride on through to Montville Pub via Stanley River Road and up over more hills with serious twisties. This was a particularly good run with all of us pushing the limits on some corners. Most of us had some scraping of footpegs, pipes and floorboards in this great hill climb section up into Montville.



North Ride Report

We shared a few coffees and drinks here as we rested our collective arses and got into a few conversations gathered around a sunny section out in the back beer garden. We also spent some time in the carpark discussing Ricks nephews HD and how it was so low to the ground.

From here we meandered back out onto the main Bruce highway and popped out at the Caloundra turnoff. (A slight unprogrammed detour as I missed the left turn into Montville and Nambour). This is where Grumpy decided to peel off and head on back down the highway to home. The rest of us basically motored on

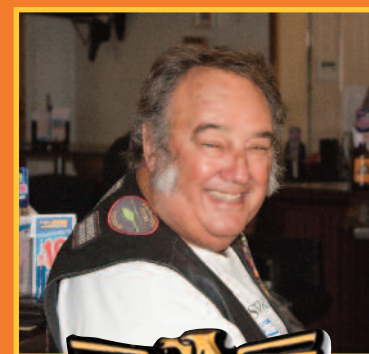


up the highway all the way to the Coroy turnoff and progressed through to Pomona Pub via the backroad where we dined. A great old Queenslander style country pub with good food and pleasant surrounds.

Lunch being done, we collectively fueled up at Pomona, pointed our bikes out onto the Bruce Highway and headed straight back to the twin BP's at Cabooture where we said our goodbyes.

Once again, a big thankyou to Kim for taking all the awesome photos of the day.





3rd May
2015

Steiny
Sarge
Ynot
Mayhem
Texas and Kim
Hurricane
Jak
Sam
Visitors
Shane, Richelle
and Ken (Axle)

Ride for Awareness



Hi all, well we had a great rollup for this ride. It was an early start and a little bit cool, but it ended up being a good day.

As planned, we all met up at the BP Yatala and after coffee and something to eat we went up the highway to meet the Ulysses people at BP Loganholme. There were quite a few already there and by the time we left bikes had been rolling in at a steady rate.

The ride leader took our \$10 donation and issued us with wrist bands for us to collect our badges etc. at the other end of the ride.

At 8.30 we headed off with our intention to stay together as a club, and I think that worked out pretty well. There would have to have been about 50 or so bikes and we formed quite a large line on our way to the final venue.

They marked their corners pretty well, but towards the end of the ride they slipped up and forgot to mark one, which could have ended up a bit messy, but our Sam was there to

save the day and led the last of the group all the way to the Brothers leagues Club.

After a bit of a snack and a drink, we had a look around, listened to a few speeches, one of which was given by the police commissioner who had attended the event on a police motorcycle in company with another Motorcycle officer, then decided that we would head off for a ride over Mt. Glorious.

We said our farewells, as Texas and Kim and Mayhem decided they would go home, and made our way to the gate. At the gate, the commissioner and his fellow officer were getting their bike gear on preparing to leave and Kim asked the officer if she could sit on his bike. He apparently said "no worries" (because I didn't see any guns drawn or handcuffs produced) and while this was happening, Hurricane was all overcome with affection and moved in on the commissioner to give him a big hug.

(I have this on video....just waiting on Hurricane to make me an offer)

Ride for Awareness

All this was taken in good humour by all parties, including the commissioner, and we all went on our merry way. We had no sooner left the Brothers club when someone realised that we had left Shane and Richelle behind, so we pulled over to the side of the road and Hurricane went back to find them and bring them to us.

At the final turn off to the mountain, I pulled over to let everyone put their wet gear on, because it started to look ugly....but all was ok. hardly rained at all, went to the top at a steady rate, lunch at the cafe with some pleasant banter and then off down the

other side. Hurricane and Shane went via Samford and the rest of us went the other way.

All in all it was a great day. A few who said they would be there didn't turn up. Boots was crook and Barney had problems to sort out with his car being flooded.

Thanks to all for making it a great day.

Cheers

Steiny

When I was married 25 years, I took a look at my wife one day and said, "Honey, 25 years ago we had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10-inch black and white TV, but I got to sleep every night with a hot 25-year-old blond." Now we have a \$500,000.00 home, a \$45,000.00 car, a nice big bed and a plasma screen TV, but I'm sleeping with a 50-year-old woman. It seems to me that you are not holding up your side of things." My wife is a very reasonable woman. She told me to go out and find a hot 25-year-old blonde, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed and watching a 10-inch black and white TV. Aren't older women great? They really know how to solve your mid-life crises!

A Priest was seated next to a true blue Queenslander on a flight to Canberra. After the plane left, drink orders were taken. The Queenslander asked for a Bundy rum and Coke, which was brought and placed before him. The flight attendant asked the priest if he would like a drink. He replied in disgust "I'd rather be savagely raped by a dozen women than let liquor touch my lips." The Queenslander then handed his drink back to the attendant and said "Me too. I didn't know we had a choice."

steelhorses.com.au

"I really don't feel like going for a ride today.."

Said no motorcycle rider ever!



From Kawasaki...

The VULCAN S



The VULCAN S

For many years the Yamaha XVS650 has stood atop the totem pole as the top selling learner-approved (LAMS) cruiser in Australia, as well as regularly sitting in the top three across the board. Arguably, it's a good motorcycle, but admittedly it didn't really have any direct competitors until now.

In 2015 we have seen the release of two brand new models with the XVS650 firmly in their sights: the Harley-Davidson 500 (review here) and the Kawasaki Vulcan S. While Kawasaki is not new to the learner market -- having flooded it with other models -- it has never offered a cruiser.

VULCAN S IN BIKE SHOWROOM

At 649cc Kawasaki is nearly taking full advantage of the engine size that the company can legally fit in a learner-approved motorcycle (limit 660cc). The compact liquid-cooled, eight-valve parallel twin produces a claimed 48hp (35kW) at 6000rpm and a very healthy 53Nm at 5600rpm, which puts it at the upper end of the power spectrum for learner motorcycles.

Twist the light-action throttle and the engine is surprisingly lively. There is a solid mid-range punch from 4000-7000rpm and the engine will rev out to round 10,000rpm -- but there isn't a lot to be gained venturing there. Fuelling is good throughout the entire rev range and on-off throttle is jerk-free. The flywheel seems to be quite heavy which helps keep the Vulcan firing at very low RPM -- a major plus to help suppress stalls for new riders or riders coming to grips with clutch work.

The six-speed gearbox is well polished and doesn't have the same cheap and notchy feel that other LAMS bikes have. There is a wide spread of ratios that are well spaced and will see the revs hovering around 5400rpm at highway-speeds in top gear. This is right where maximum torque is made, so there is enough boogie left for top-cog highway overtakes. The



Words by Alex Penkils

adjustable clutch lever is light and smooth in its actuation, and matched with the heavy flywheel and torquey engine the motorcycle is unintimidating.

The suspension is quite basic: upfront there's a 41mm non-adjustable fork, while the rear laydown single-shock has adjustable preload only. While it's basic, that doesn't mean it's not doing its job. Matched with the light, high-tensile steel frame, the Vulcan S has a very confidence-inspiring neutral feel.

‘A punchy engine, tailor-made fitment and neutral handling...

help make the Vulcan S one of the most confidence-inspiring first-timer bikes on the market.’

The majority of the claimed 226kg curb mass is situated very low, thanks to the underslung exhaust, low battery location and engine position in the frame. This makes the Vulcan's slow-speed manoeuvrability a cinch and even feet-up U-turns are a breeze. The 35 degrees of steering angle allows plenty of turn in slow-speed traffic situations.

Once the speeds rise the Vulcan S retains its composure with the only limiting factor being

ground clearance -- which for a cruiser still isn't too bad. Touch down tends to only happen above legal speeds. Once you initiate a turn the Vulcan S responds with precision and holds its line well. There is no wallowing mid-corner and the motorcycle remains balanced.

The only letdown would have to be the front braking package. The front is equipped with a 300mm single-disc that is clamped by a dual-piston caliper. The adjustable front lever offers



good feel but lacks power, making you call on the rear 250mm disc and single-piston caliper more often than not. Anti-lock braking is standard, which I believe all learner-motorcycles should have.

One thing the engineers had in mind when designing this motorcycle was adjustability for all different shapes and rider heights, and when new to the genre one of the most important aspects is feeling comfortable.

The footpeg position has three levels of fore-and-aft adjustability, and if you still require more fine-tuning Kawasaki offers different handlebars and seats.

My test unit was 'tuned' for a medium-sized rider, and at 182cm it was pretty much on the money. The seating position and reach to the controls guided me into a natural seating position that I could happily hold for many miles. At 705mm the seat height is extremely low, which accommodates pretty much every one.

In terms of styling, the Vulcan S definitely has a presence about it. Kawasaki fitted all the bells and whistles on Bikesales' machine, including a windscreen, panniers and fog lamps. While they serve a purpose, they do take away from the Vulcan's masculine lines. Without anything fitted it looks sleek, mean and has a sort of Harley-Davidson V-Rod image about it, which I like.

The dash is a stacked design and includes an analogue-style tachometer and a blue-lit LCD screen. Information available to the rider includes fuel gauge, clock, odometer, remaining range and average fuel consumption. A gear indicator is an option (fitted to test bike), but should really be standard.

There is a wealth of other accessories including a luggage rack, passenger seat, various chrome covers and DC socket. The genuine panniers were fitted to our Vulcan offer a healthy amount of storage and feature a nifty mounting system. The panniers are held on by quick-release Dzus fasteners, meaning no tools are needed other than two minutes of your time to remove them.

EDITOR'S NOTE
The Vulcan was having a few things thrown on a few weeks back. I was given this Kawasaki S as a loaner. So it was up to Mt Glorious with the regulars. The bike was easy to ride, peppy, light, easy to throw around the corners and nippy enough to leave the cruisers behind. I'm not sure if this 650cc is Lams approved, but it's a great starter bike for anyone wanting to get into the cruiser life style. A fun machine!!



SPECS: KAWASAKI VULCAN S

ENGINE

Type: Liquid-cooled, eight-valve, parallel-twin
Capacity: 649cc
Bore x stroke: 83mm x 60mm
Compression ratio: 10.8:1
Fuel system: Electronic fuel injection

PERFORMANCE

Claimed maximum power: 48hp (35kW) at 6600rpm
Claimed maximum torque: 53Nm at 5600rpm
Economy: 4.8 litres/100km (measured)

TRANSMISSION

Type: Six-speed
Final drive: Chain

CHASSIS AND RUNNING GEAR

Frame: Steel perimeter
Front suspension: 41mm telescopic fork, 130mm travel
Rear suspension: Offset laydown monoshock, adjustable preload, 80mm travel
Front brakes: 300mm disc with twin-piston calipers
Rear brake: Single 250mm disc with single-piston caliper
Tyres: Dunlop Sportmax 120/70-18 front, 160/60-17 rear

DIMENSIONS AND CAPACITIES

Claimed curb weight: 226kg
Rake: 31 degrees
Trail: 120mm
Seat height: 705mm
Wheelbase: 1575mm
Fuel capacity: 14 litres

OTHER STUFF

Price: \$10,999
Colours: White or purple
Warranty: 24 months, unlimited kilometres



At \$10,999 rideaway it's no bargain basement LAMS motorcycle, but that price does include 12 months' free comprehensive insurance – which softens the blow considerably, as insurance for new riders can be a major expense. There are two colours to choose from, Royal Purple and Pearl White, the latter the pick in my opinion.

The Vulcan S gives new riders what they all want, or should want: confidence. The parallel twin engine offers enough character and mumbo to get the blood flowing, but delivers smooth and reassuring power. The chassis is slim, solid and light, and it produces a confidence-inspiring ride from slow speeds all the way to highway speeds.

If you are looking for a LAMS cruiser the Vulcan S is well worth a look.



Christmas in July, 2015

Bowraville

July 25th & 26th

- 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



How to wear your patch and insignia

2015 Harley-Davidson Road Glide

BY MARK HINCHLIFFE

Put simply, the Harley-Davidson Road Glide has the best aerodynamics of any touring bike I have ever ridden.

The big tourer missed out on the Rushmore Project launch last year because Harley says they had so much on their plate with eight new models. However, I believe it's because the Road Glide presented too many aero and cosmetic problems with its massive fairing.

The Road Glide has always been a delight to ride because its chassis-mounted fairing reduces the unsprung weight on the front forks which gives it a deliberate and light feeling in the steering. Decoupling the fairing and forks also means it is not affected by crosswinds and doesn't have high-speed weave which is common among bikes with fork-mounted fairings.

But the "shark nose" fairing did create a lot of buffeting and, in some people's view, it was butt-ugly.

Now, after many sessions in university wind tunnels and on the designers' drawing board both of those problems have been solved.

It's still got a big nose, but with a bit of nip and tuck, they've made it less confronting. More important than the cosmetic surgery, it now has the best aerodynamics of any tourer, thanks to not just one vent, like the Ultra and Street Glide, but three.

It has the same vent at the bottom of the windscreen as the Ultra and Street Glide which largely negates annoying and fatiguing turbulence caused by negative air pressure behind the screen. But the Road Glide also has two vents beside the twin LED headlights that direct a clean stream of fresh air into the cockpit. (All of the vents can be closed for riding in the rain or in the cold.)

The Ultra's vented windscreen also negates buffeting, but it leaves a bit of a stale-air vacuum for the rider, while the Street Glide's vented fairing leaves a lot of wind noise and buffeting at the very top of the helmet for tall riders.

However, even tall riders will find the Road Glide's triple-vent system creates a cooler, cleaner, quieter and less fatiguing environment, conducive to long days in the saddle.

On top of great aero, the Road Glide gets all the other goodies of the Rushmore Project bikes,



2015 Harley-Davidson Road Glide

including the highly refined high-output 103 Twin Cam engine, better ergos, stronger brakes, improved controls and twin Daymaker LED headlights with a much greater spread and penetration of light.

Harley Australia is only bringing in the Road Glide Special which comes with the Boom! Box 6.5 with superb quality sound, GPS and touch screen. It is the best sound system I have experienced on any bike. Not just loud, but clear.

Your music is also audible because of the lack of buffeting and reduced mechanical noise from the refined engine. If you don't like listening to music, you can sit back in your quiet bubble and tune into the dulcet tones of the golden-baritone exhaust.

The new Road Glide comes with a high-performance hand-adjustable shock for a more comfortable ride on poor roads. We tested it on some broken pavement in earthquake-struck Napa Valley, in California, on the world press launch and it behaved superbly. There is a bit of a jolt over some of the harsher bumps and it doesn't feel as plush as the Ultra, but it's still very

competent. And like the rest of the Touring crew, it's no slouch in the tight twisties as we found on the famous Big Sur coastal road (like 10 Great Ocean Roads, but with a smoother surface).

To make it more comfortable, the handlebars have been moved closer to the rider. Not just a smidgeon, either. How about 22cm! The previous Road Glide had an uncomfortable reach to the bars, but this is no stretch at all. Plus, the curve of the bars means a far more comfortable wrist angle for extra-long days in the saddle. Road Glide by name, road glider by nature!

A hallmark of the Road Glide experience is the open feeling of the cockpit. Some faired bikes feel claustrophobic, but not the Road Glide as the sporty windscreen seems miles away.

However, it is strange that Harley has turned the Street Glide dashboard upside down with the Boom! Box touch screen mounted at the top and the instruments underneath. That means the touch screen is too far away for even tall riders to reach without leaning forward, although you can still perform every function with the two convenient toggle switches on the bars. It also

means the speedo is too far down to catch a glimpse of your speed without having to take your eyes off the road. I'd rather see my speed in that high position than what radio station and track I'm listening to on my iPhone or where I am on the GPS map.

Not that you can see what's on the screen anyway, because the high-mounted touch screen is tilted up so it catches a lot of daytime glare (see the photo). It needs to be tilted forward or have a shroud over it to keep the glare off the screen.

The popular Rushmore Project bikes have lifted Touring sales in Australia from 8% of all Harley sales to an initial spike of 16% before settling

back to a steady 12%. Harley Australia marketing director Adam Wright predicts the Road Glide will rival Street Glide sales and lift Touring sales percentages to more than 20%.

He suggests there may be some cannibalisation of Softail Heritage sales, but Road Glide will also win over metric cruiser riders and people trading in their old Harley tourers.

He expects Road Glide will also hone in on the growing custom bagger scene and attract a younger demographic in the 35-45-year age bracket.

Price: \$34,495

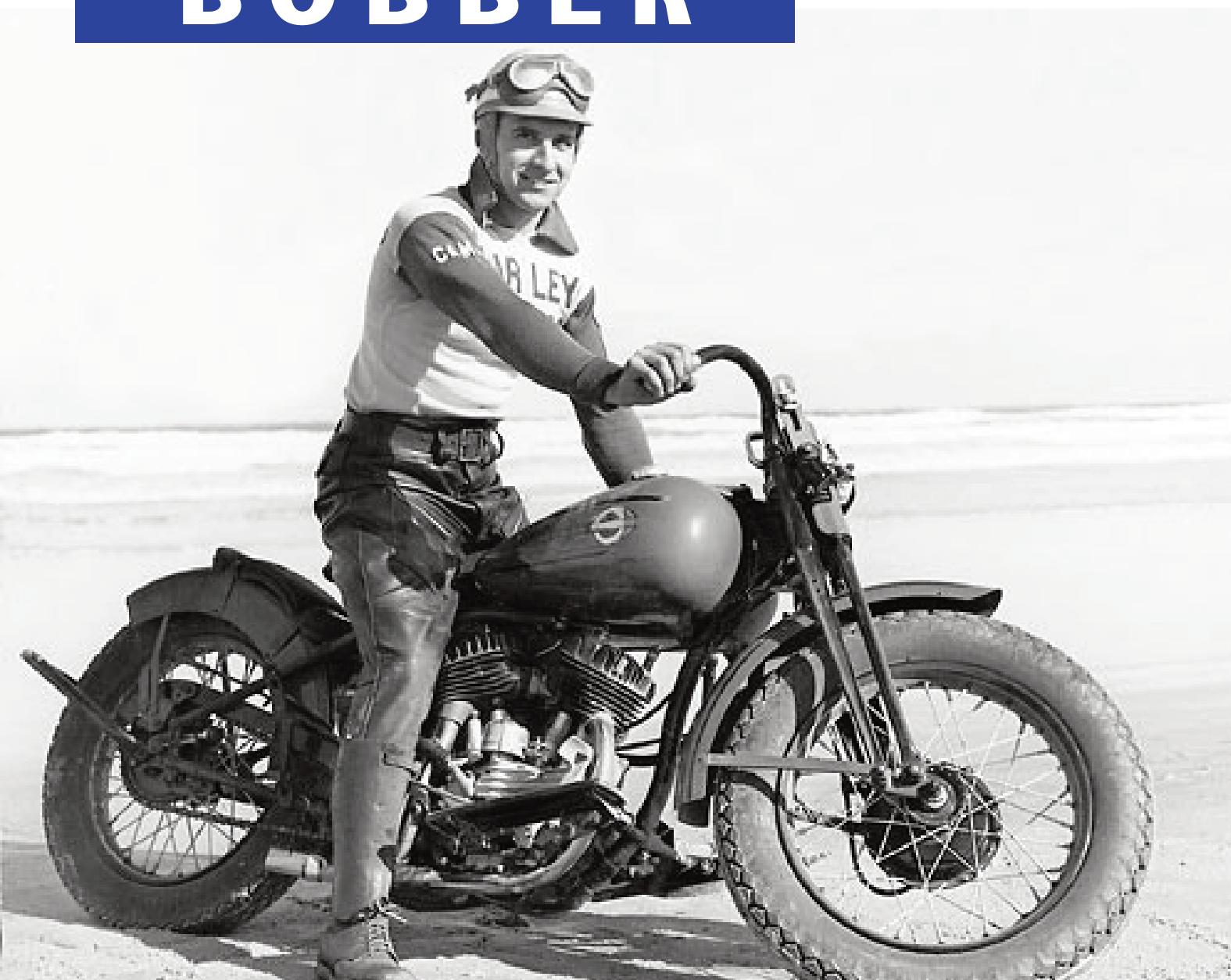




The history of the **BOBBER**

The “bobber” is the lesser-known cousin of the very popular “chopper” motorcycle. While the chopper has garnered the majority of the attention as far as popular culture is concerned, the bobber motorcycle has carved out a sizeable niche and cult following for itself. Bobber fans are just as diehard as chopper owners and aficionados, and the bobber is arguably a more pure motorcycle.

The history of the **BOBBER**



Bobbers are the epitome of utilitarianism and are stripped nearly bare to increase speed and cut down on drag. It is very uncommon to find a true bobber with anything except for the barest, most essential parts. Bobbers can be inexpensive especially when compared to other motorcycles, and often they are hybrids of other bikes.

When bobbers were first created, the intent was not to create a new type of motorcycle or sub-genre, the idea was to keep motorcycles on the road for as cheaply as possible. As the story goes, soldiers who gained experience and knowledge

about motors came back to the United States and brought their knowledge with them. During the '40s and '50s, motorcycles had become very popular and the returning soldiers used their knowledge and applied it to motorcycles, creating some unique and customized bikes. During WW2, light and streamlined bikes were kings of the road in the European theater, and American soldiers sought to bring that little edge in speed back home. Sacrificing any extra items such as chrome and bulky lights and seats soon turned into shaving off weight wherever possible. If a bike had a breaking system that was too heavy or big, owners would import or find parts from a



European model or smaller bike and put it to use on his. Fenders and lights, and sometimes mirrors were removed as well.

Once the bobber was as clean and clutter free as they could be, the focus shifted to other modifications. Earlier on, simply removing the fenders was enough to make a bike unique, but as time passed and more and more was taken from the original bike, bobber owners sought other ways to alter their bikes. Soon, owners starting raking in the front ends and fat back tires were brought into the fold. The legendary Harley Davidson was said to be heavily influenced by the styles and functions of the bobbers in the '40s and '50s and their surge in popularity during this era and in later eras can be partially attributed to their ability to take advantage of the bobber's popularity.

By the time the Vietnam war was over, more soldiers with new ideas came home and the

idea of the bobber was altered and became known as the chopper. The chopper was still aimed at being economical and no frills, but now the frames were starting to be altered and sometimes were custom made. High handlebars and narrow wheels with saddlebags and a few adornments quickly created a new form of the bobber; the chopper. There are now different forms of the bobber known as the "bobber-chopper" or the "retro-bobber" and they have become increasingly popular in the past 10 years. Though only a bobber in name, newer bobbers are more about independence and customization than simply being constructed cheaply. There are even clubs for the different types of bobbers and some bike makers are making custom bobbers to appeal to rabid bobber lovers.

Mac.



EDITOR'S NOTE

My thanks to those who are contributing to The Steel Horse, YOUR newsletter.

It makes my job easier by having stuff to put in it.

Please contribute!!!



Harry's Diner

Wednesday 6th May

A huge turn out at Harry's Diner, with estimates of around 600+.

All styles of bikes and all styles of riders were there to show and tell.

The Steel Horses had good representation with Ace, Drastic, Grumpy, Jak, Mac, Shane and me.

It was a good opportunity to meet other cruiser riders while handing out our invitations.

Boots

