

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

June 2015

VOL 7, ISSUE 6

**Mac's
Facts**

**Mayhem in
The Spotlight**

**Christmas
In July**

**Typical Tuesday
at Mt Glorious**

Sarge's Slant

**Putin And The
Night Wolves**





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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.

June 2015

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A Russian 1%'er

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Mt Glorious

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.



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



SARGE'S SLANT



Another month has rolled around and there have been some subtle changes happening with our Club. Nothing to fear however the big news is that we now have a new Web Bastard in the form of Kim. He has worked exceptionally hard to set up a newly designed web page and this is now available for the use one information of all members.

I wish to sincerely thank that the old bastard. I mean the old and original Web Barstard, BC for the years of support he has provided to our club in setting up and maintains our web site. The only reason we have changed the graphic was to make the site easier to maintain without a degree in IT.

This month sees the club grow in member numbers again and adding to our membership is a clear sign we are operating successfully.

I want to take this opportunity to remind all new members that the rules changed last year and all new members, in addition to their qualifying rides prior to membership, must show a

commitment to the club by completing 9 Full rides in the first year of membership. I personally don't think that this is a big ask for people that really are enjoying their riding and their club.

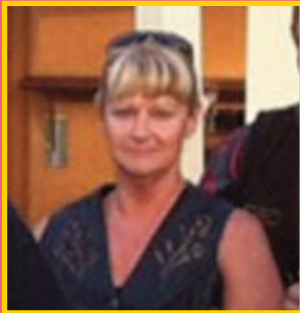
We are trying a couple of social night to see how they go and I think I have made my personal feelings on these quite clear and that is if the majority of members what these and support these vents we will continue to have them with one proviso and that is if they cause any grief or interfere with our primary purpose of riding motorcycles then I will make it a personal challenge to stop the once and for all. I don't want or believe it will come to this as the social night are going to be a raging success!

Nice to see some new bikes hitting the road as well even a loud Victory!

Well enough from me I look forward to the weekends poker run and hopefully will see many of you there.

See ya on the next one

Sarge



from the Coordinator's Desk

Hi All

We have our first social night this Friday night with 15 members signed up to attend. A great start.

The poker run also has about 23 members attending so another great turnout for a regular Club event – well done members.

The raffle for the month is Mac.

I would like to thanks BC for taking care of our Web Page and he never complained at my constant requests to update information on the web.

I would like to thank Hurricane for being a ride Captain BIG thanks and if you get the urge again just let me know.

The riders choice is the North ride on the 28th of June is being developed by Trouble who is putting in a lot of effort to produce a great ride. Please as many as possible need to turn out for this one.

Thanks

Sugar



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

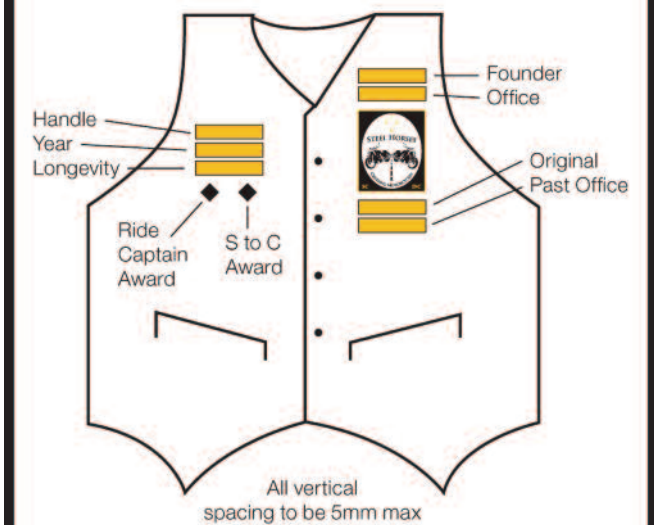
SPEED
LIMIT
85

HARLEYS
JUST DO
THE BEST
YOU CAN.



How to wear your patch and insignia

STEEL HORSES PATCH PLACEMENT



One sunny day.... I was.....



HARDLY DOIN ANYTHING

When I met this HOT girl... I asked

 **Kanwesaki**

Well.. By this time she had a couple

 **BEEMERS**

WOW.. **TRIUMPH**

So... I  **HUMPDA**

While  **SUZI** Yelled...

 **YUM-A-AHHHH...!**

THE CLUB WEBSITE IS AT:

steelhorses.com.au

(steel horses dot com)

North Ride Report

17th May
2015



By Mac

Members:

Grumpy

Kim

Pyro

Boots

Mac

Visitors: Rick

TEC: Boots.



The Northern ride started out to be as per the ride calendar but at the Castledine meeting point, we discussed the option of staying away from Noosa Heads and the Bruce Highway due to the Noosa Festival and possible traffic.

We left on time and proceeded directly through Petrie and out to Daybora where we encountered the first of a light shower. On reaching the top of Mt Mee, and getting more wet, Boots had to deal with his phone going off all the way up and he pulled over to check who was calling him. Unfortunately Boots had to leave us and head back so we kept on going all the way down to Woodford in drizzly rain. This slowed us down considerably.

After hanging a right off the highway into Kilcoy-Beerwah road, Grumpy politely suggested by indicating to turn left into a road less traveled. Bellthorpe Range Road proved to be a hoot!! It follows ridges and spurs all the way up the range with several switchbacks to negotiate in 2nd gear sometimes and some surprising straight sections where you can give it a bit of a spirited squirt. On arrival to the tee intersection up the top of this windy road, I expected the fun to be over. This was not the case. Traversing multiple spur roads along the top of the range was completely unexpected. Although this road is narrow, visibility was good and the road was clear of debris with mostly flat, well sealed surfaces. We eventually reached Stanley River road which took us in to Maleny where we stopped and took some refreshments



North Ride Report

and had our first bum break. The conversation that followed was great as Grumpy was the only one of us that had been on this spur road before so it was new roads for all of us. Pyro had some prior commitments and had to leave us as previously arranged from Maleny.

At this point the rain was beginning to clear a tad and the roads, as we left Maleny, were mostly dry and we could go a little faster. I suggested, as an exercise, Grumpy should lead the ride for a while as he knew a few roads less traveled we wanted to explore until we could find a suitable place to stop for lunch.

Well.....this was exceptional to say the least. Grumpy did some free-riding and took us on a magical mystery tour that even he may have been surprised in finding!! At Montville, we took a sneaky right and meandered down Razorback Road. From there I think we hung a right into Hunchy road and headed on back up the

mountain again. This is where I got lost :) While we all stuck together I don't think any of us knew where we were but we popped out at Eudlo some 40 minutes later so we covered some kilometers up, in, out and down range roads in the North coast hinterland.

We eventually found our way out to Landsborough where we stopped for lunch and some good conversation. After lunch, we headed on down the Steve Irwin way and then onto the Bruce Highway and called the ride at the twin BP roadhouses at Caboolture where we shared our last coffee for the day and said our collective goodbyes.

A bloody awesome ride with twisties galore. A big thank you to the Grumpy one for sharing some roads less traveled with us all and for lighting a passion to find more and share with other Steel Horse Members.

Watch this space!!!



Kiwi Population Continues To Grow

As the Steel Horses membership increases so does the percentage of New Zealanders – adding some class to the ranks.

They play significant roles within the Steel Horses, bringing their natural abilities of leadership, organisational and relationship skills, along with their friendly manner, ability to drink and ride exceptionally well, their humour and of course, modesty.

As a result of this essential “group within a group”, they now present to the Committee and Members, for consideration, the new Club Logo.



IN THE SPOT LIGHT

Behind the Mayhem



Handle: *Mayhem*

My first ride on a motorbike was in : *circa 2000*

on a : *Yamaha YZ 80*

My first bike was a : *YZ 80*

purchased in : *2000*

Since then I've owned a :

Honda CR 125,

Kawasaki KLX 250

Yamaha YZ 125

Honda Shadow 750 Custom

I've come off about *0 times* in *15* years

Motorbike Clubs I've been in:

none

My dream bike would be : *the one I'm riding*

However, next bike will probably be a :

Victory Highball

Why do I ride: *I was not a big fan of always riding alone, was looking for a good bunch of people who loved bikes and riding.*

Mayhem's history on bikes

RIDING TIME

Dirt bikes from the age of 10 and cruisers for 4-5 years.

WINDY ROADS OR LONG STRAIGHT

nothing beats the long straight to really open up the bike and see what she has got.

STOCK OR CUSTOM

can't beat a custom bike, no one what's to have the same bike as someone else. I think you should express your personality through your bike " fast and loud ha ha ha. "

LONG OR SHORT

I enjoy all ride lengths, just not a fan of the rain.

SPEED OR LOOKS

I like bikes with both aspects but do enjoy the speed.

DREAM RIDE

my dream ride would be to ride cross country in America and do the week biker rally in sturges, ride down Route 66 and go through the desert to Las Vegas.



Kawasaki KLX 250



Honda CR 125



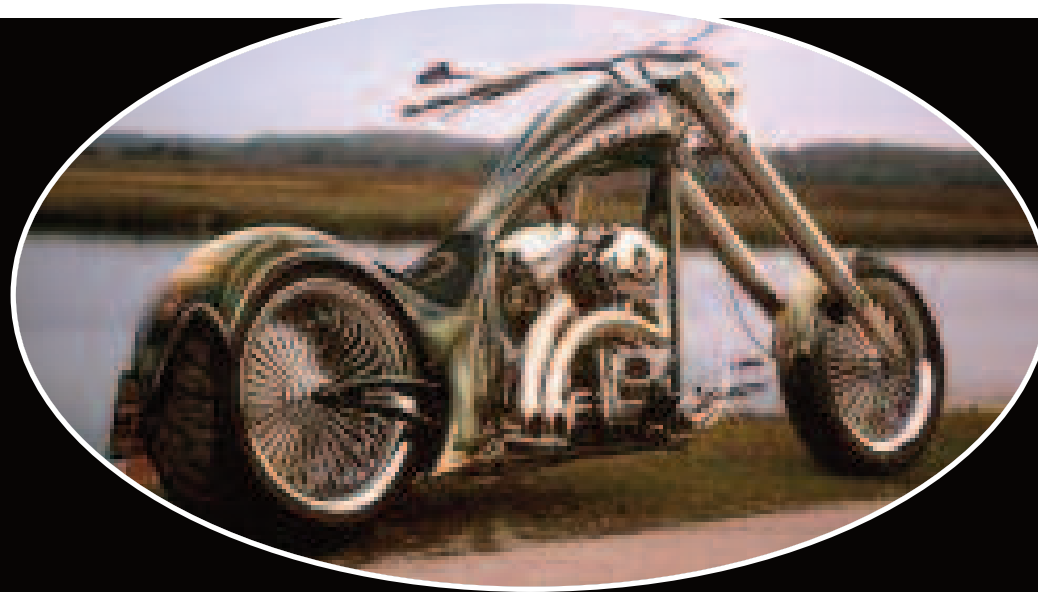
Yamaha YZ 80



Yamaha YZ 125



Honda shadow 750 custom



Would have to say a custom built chopper with big stretch, big rack, loud pipes, single colour paint job and nothing smaller then a 106 cubic inch motor

Mmmm...
Dream
Bike

PRESENT BIKE AND MODS

2007 Yamaha V-star 1300



Vance & Hines shot gun pipes, cobra intake, power commander computer with O2 eliminator

16" ape hangers with braided cables

Dyno run at 98.8hp and 101 nm of torque

FUTURE PLANS FOR BIKE

custom cams and have heads ported and polished, custom rear guard, custom front guard, modify tank shape, satan black paint job with some old school pin striping.



Vladimir Putin

and the

Night Wolves



Vladimir Putin, the President of Russia, is a fully-fledged, fully-patched, dedicated, 1% biker. Putin rides with a group of bikers called the 'Night Wolves'. His activities with his biker group definitely isn't any sort of a political stunt - he's been doing this for many decades!! His links to the group seem completely sincere. Apparently Putin goes for rides with them about once every couple of months or so, when he can, and he considers them to be his firm friends! Talking to bikers, Putin has always called them 'brothers'.

The Night Wolves are Moscow-based, and are Russia's largest motorbike club, with over 5,000 members. They would most definitely fall into the 1%-er category. In fact, the Night Wolves are bad & mean enough to be once banned in nearby Finland - which caused a temporary diplomatic flurry, because that meant that Putin was also banned from entering Finland! Finnish authorities later said it had been a big mistake and they subsequently ordered the banning order to be removed. Fiercely patriotic, the Night Wolves believe that 'wherever the Night



Wolves are, that should be considered Russia'.

Vladimir seems to genuinely enjoy riding big bikes! The Russian leader has described motorcycles as "the most dramatic form of transport." Some years ago, he leaped onto



his Harley and rode with his Night Wolves to join thousands of other bikers at an international biker convention in southern Ukraine. Newspaper reports at the time said he was sporting black sunglasses, black jeans and black fingerless gloves. In August 2011 a leather-clad Putin led a



column of Night Wolves into the Russian city of Novorossiysk for their 16th Bike Festival in the city. He was once four hours late for a meeting with former Ukrainian leader Viktor Yanukovich because he had been touring the Crimea with his group!

Quite clearly, Vladimir clearly likes Harley's, and likes big cruisers! He must be a good guy! :-)





SIMPLICITY

If you need 20 digital gizmos to tell you that you're having fun, then you need a different hobby.

Motobastard.com



24th May
2015

Steiny
Sarge
Sugar
Yogi
Pyro
Phoenix
Kim

South Ride

It started our a perfect day. Not a cloud in the sky. I met up with Sarge and Sugar, Yogi and Princess (who just came down on her bike to buy new gloves at Yatala) Kim, Pyro, Phoenix. The plan was to do the lions road, but a couple of the ladies said they preferred not to, so a rapid change was in order.

We simply did the Beaudesert, Rathdowney, Summerland way, Kyogle (Lunch) and then came back the same way. Except for one short wet patch on the road where it had rained earlier, the road was great.

I made a bit of a mistake at our bum rests, and didn't keep them short enough, which resulted in a late lunch at



ICE FISHING

— I think you cut the hole too big....



South Ride

Kyogle (Yogi waited for an hour for a roast beef and veges), went over to cancel the order and get his money back, then looked over to the kitchen to see them pull his lunch out of the microwave. Sarge and Sugar pulled out and went home soon after we left Rathdowney. Sarge has got the flu and is flying out early again.

Anyway, the longer than usual bum breaks made it a reasonably long day, so I'll have to watch that.

Cheers

Steiny

"A man has got to know his limitations"



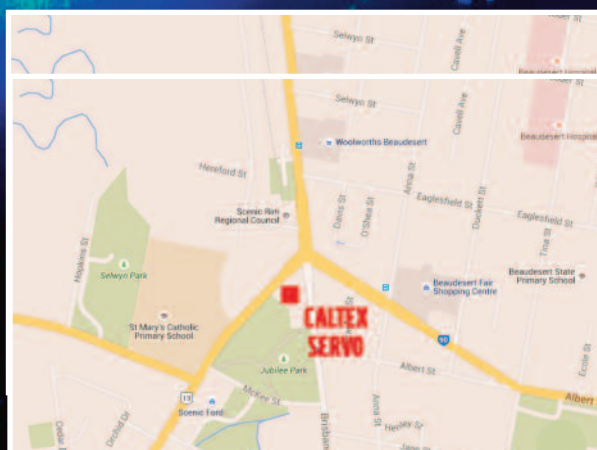
Christmas in July 2015

Departs Caltex Servo, Beaunesert at 8:00am



**Will Big Kev
impress the
locals again?**

**See Ynot
surrounded
by all of
his friends**



Mt Glorious

Tuesday 26 May

Another great day of chewing the fat and solving the worlds problems. As always, we met up at the BP at the Gap. we had Ynot, Ace, Mac, Rowdy, Boots, Jak, Kim yours truly and when we got up there and settled down, Hurricane dropped in for a visit.

9 members on a mountain run ! That would almost have to be a record, I would imagine.

Well, not much to tell really. We all had breakfast and numerous coffees, plenty of ragging one another on just about any subject, plenty of laughs.



Glorious Ride

It's always a great ride up there. It is starting to get a bit nippy now so it wont be too long before we will be rugging up properly.

Wouldn't miss the mountain run for quids.

Cheers, Steiny



West Ride Report

31st May
2015

Riders :

Boots

Mac

Jak

Steiny

Texas

Kim

Ynot

Phoenix

Guest on a Harley
Breakout : Axle

Pillion : Sue



PYRO



Hi All Pyro here, Well today started like most West runs with fine weather and good friends looking forward to a good day's ride,

Ten Bikes started out at Maccas and we headed up the Warrego for Pine Mountain Road. We

turned off and out to Esk for our first stop at the Esk Pub for a bum rest and drink. After a short break we said goodbye to Mac who had other commitments and nine bikes went up the range to Hampton where we stopped for a coffee or cold drink. Here we said goodbye to Texas who had



South Ride

duties to perform at home, so Eight bikes left for our lunch stop at Goombungee.

Arriving about 12.00 for lunch and Ynot was first in for his food order, but some how his food never does seem to come first, strange that. After lunch we headed for Crows Nest via Haden for our designated fuel stop. After refuelling it was back to Hampton and back down the mountain to Esk where we stopped once again at the pub for a drink. We called the ride here and Ynot was first to head for home, after a short stop the remainder headed for Fernvale where Jak was heading over Mount Glorious for home and the rest went through Blacksoil.

It was great to see Texas on his new Victory High Ball,

what a great looking bike, and yes I want one. Our Guest was on a beautiful Harley Breakout, and at the end seemed to have enjoyed himself as he was making plans to ride with Steiny on Tuesday.

My thanks to Texas for Tail end Charlie duties and looking after Phoenix up until he left and to Steiny for taking over after that. I hope all who attended enjoyed the ride today. We did a little over 300km back to Blacksoil and the km to get to the start and back home again, some I'd say did over 400km for the day, but what a way to spend a Sunday. Hope to see more of you on the next one.

Pyro





TOP 10 REASONS WHY SPORTSBIKE RIDERS DON'T WAVE BACK

10. They have not been riding long enough to know they're supposed to.
9. They're going too fast to have time enough to register the movement and respond.
8. You weren't wearing bright enough gear.
7. If they stick their arm out going that fast they'll rip it out of the socket.
6. They're too occupied with trying to get rid of their chicken strips.
5. They look way too cool with both hands on the bars or they don't want to unbalance themselves while standing on the tank.
4. Their skin-tight-Kevlar-ballistic-nylon-kangaroo-leather suits prevent any position other than foetal.
3. Raising an arm allows bugs into the armholes of their tank tops.
2. It's too hard to do one-handed stoppies.
1. They were too busy slipping their thongs back on.

TOP 10 REASONS WHY HARLEY RIDERS

DON'T WAVE BACK

10. Afraid it will invalidate warranty.
9. Leather and studs make it too heavy to raise arm.
8. Refuse to wave to anyone whose bike is already paid for.
7. Afraid to let go of handlebars because they might vibrate off.
6. Rushing wind would blow scabs off the new tattoos.
5. Angry because just took out second mortgage to pay luxury tax on new Harley.
4. Just discovered the fine print in owner's manual and realised H-D is partially owned by Honda.
3. Can't tell if other riders are waving or just reaching to cover their ears like everyone else.
2. Remembers the last time a Harley rider waved back, he impaled his hand on spiked helmet.
1. They're too tired from spending hours polishing all that chrome to lift arms.

TOP 10 REASONS WHY GOLDWING RIDERS DON'T WAVE BACK

10. Wasn't sure whether other rider was waving or making an obscene gesture.
9. Afraid might get frostbite if hand is removed from heated grip.
8. Has arthritis and the past 400 miles have made it difficult to raise arm.
7. Reflection from etched windshield

momentarily blinded him.

6. The espresso machine just finished.
5. Was actually asleep when other rider waved.
4. Was in a three-way conference call with stockbroker and accessories dealer.
3. Was distracted by odd-shaped blip on radar screen.
2. Was simultaneously adjusting the air suspension, seat height, programmable CD player, seat temperature and satellite navigation system.
1. Couldn't find the "auto wave back" button on dashboard.

TOP 10 REASONS WHY BMW RIDERS DON'T WAVE BACK

10. The new Beemer suit is too stiff to raise arm.
9. Removing a hand from the bars is considered "bad form".
8. Your bike isn't weird enough looking to justify acknowledgement.
7. Too sore from a 700km day on a stock "comfort" seat.
6. Too busy programming the GPS, listening to iPod or talking on the iPhone.
5. He's an Iron Butt rider and you're not!
4. Wires from heated suit are too short.
3. You're not riding a BMW.
2. You haven't been properly introduced.
1. Afraid it will be misinterpreted as a friendly gesture.

North Ride Report

7th June 2015



Boots These Boots Ain't Made For Walking

Like every other day, it was a beautiful day to ride. Gathered at the new meeting point in Newmarket were Sarge, Ynot, Trouble, Ace, Specs and Kim.

Heading off at nine o'clock we rode down Samford Road to Samford, Dayboro and up to Mount Mee where we took a short stop to stretch the legs, admire the view and use the loo.

Back on the bikes after 10 minutes and the ride continued to Woodford for a stop at the pub for cold beers and/or hot coffees.

Ace left us at this time so the rest of us went through to Peachester, up Bald Knob Road, headed towards Maleny and turned off to go through Monteville. It was as though every man and his dog were there for the public holiday! After crawling through there in 1st gear I took the run down the other side of the mountain to Yandina.

We were supposed to have gone through to Pamona but that meant the freeway so I went inland again to Kenilworth for lunch.

Ynot had disappeared by this time.



North Ride

The big mistake was to eat there. We were told it was going to be a forty wait to be served. We agreed, however after an hour I complained and was told that our meals weren't too far off. After an hour and a half I complained again, this time the publican decided that, for health and safety reasons, he would refund us our money. Lunch was finally served a few minutes later. Mac and his partner sat with us for a while during their cruise/shopping

around afternoon. After refuelling we headed back to Brisbane through Connondale and Maleny, taking the back mountain road to Woodford, straight through to the Bruce highway. A quick stop at the BP for goodbyes and home. A total of 385 kmls by the time I got home.

Thanks to those who came along, next time there will be no trips through Monteville!

Boots





Mac Explains Cornering

Mac's Facts

Cruiser Riding Techniques

Riding motorcycles on the road can throw up some challenges. Gravel, oil, potholes, animals, texting drivers, the list goes on. Making small corrections to your line or speed mid corner is generally not a big deal on most bikes and the majority of riders do this automatically without even realizing it.

Cruisers, however, are a little different. Compared to the majority of bikes, cruisers are generally heavier, including an increased rearward weight distribution. Other traits include low ground clearance and reduced maneuverability due to steering geometry. Thus changing line or braking mid turn on a cruiser can have more consequences compared to a sports bike. This unforgiving nature of cruisers means these riders need to be doing it better than the masses. Efficient use of the corner through good line selection should

be maximized to give the cruiser rider more flexibility and options if road conditions change unexpectedly. Body position too, can allow you to keep the motorcycle more vertical for a given corner and speed. Also, compared to a cruiser, a sports motorcycle pitches significantly more under brakes. This is important as weight transfer is a major contributor to braking performance. The vertical load on the front tire increases and this in turn pushes the rubber into the tarmac placing the main braking power with the front brake on most bikes. On a cruiser however, the pitching effect is reduced due to low and long nature of the bike rendering the front brake less efficient, placing more importance on including the rear brake. Training, practice and experience are key to doing anything well. There are a few cruiser specific teachings to assist you to get the most out of your machine and most importantly show you the techniques to safely negotiate your cruiser around any hazards that appear on the road.

Cruiser Cornering Techniques

A good philosophy is to always seek to improve your riding skills. This does not necessarily mean that the goal is to go faster, but that your riding skill is significantly higher than the speeds you travel at while riding. The idea is that safety is not only taking care to avoid hazardous situations, but to have so much "skill in reserve" that when an emergency situation does occur, you can competently handle it. Experienced and skilled riders wouldn't think twice about some situations that would give a less experienced or skilled rider major "pucker up" time. Here are some major differences between cruisers and sport bikes and some riding suggestions:

There are various "limitations" to a cruiser

style bike as far as cornering goes. These include:

- Ground Clearance
- Suspension quality and travel
- Brakes
- Seating Position
- Floorboards or pegs

First of all, any limitation presented by the mechanics or design of a motorcycle isn't necessarily bad, because it will bring out and expose deficiencies in your riding techniques sooner than a modern sport bike would. Many riders over the years make numerous mistakes riding a sport bike that would have gotten them into plenty of trouble had they been on a cruiser bike.



Mac's Facts

1. Ground Clearance Problems

Symptoms:

Let's say you're riding along, cornering your cruiser and you complain because you scrape floor boards or other hard parts cornering. Now...you can of course blame the bike design, poor shocks, etc.... While this is justified, chances are your riding skills is not maximizing what mechanical capability you do have. The mechanical limitations of the bike are just exposing your riding errors sooner as compared with being on a sport bike.

Solutions:

Reposition your body to the inside of the bike. This will cause your bike to corner at a less severe angle thus giving you more cornering clearance. You can even slide your butt over a few inches to maximize this effect. Unlike a sport bike where you want to go deep into a corner and "Quick-Flick" it into the turn, you'll have to counter steer a bit slower and smoother. Quick turning in most cases will overload the suspension, compressing it and due to limited ground clearance you'll bottom out. Stay very loose on the handle bars. Hanging onto the bars will cause the bike to be unstable, thus demanding more of the suspension (which you don't have much of).

Grip the bike with your lower body....make the lower part of your body the foundation or anchor point for riding and NOT hanging onto the bars. This is by far the most common riding error, sport bike or not. Handle bars are only for turning input and not for balancing your body or hanging onto, etc. Of course all of the other usual riding techniques apply here.

2. Suspension Quality and Travel

Set up the preload of your shocks and

forks properly to maximize the effectiveness of what suspension you do have. Another good suggestion is to upgrade the valving of the front forks and better shocks. If you like that low-to-the-ground cruiser look, know that this will also be an added physical limitation to the cornering ability of your bike and you'll have to ride accordingly.

3. Brakes

If you have poor brakes, you have to ride slower since it takes more time to stop. Its good to maximize the front and rear brake's capabilities. On a cruiser the rear brake also plays a significant role in stopping the bike since it's so much heavier than a sport bike. Hitting the rear brake will help since it does stay on the ground (the rear wheel) under hard braking. Seventy-five percent of your braking ability comes from the front assuming you have a front disc brake. On older bikes with drum brakes, it's not very effective compared to disc brakes. Looks cooler though! ;-) Steel braided brake lines offer an immediate improvement and using softer brake pads will stop the bike better. You can even go so far as to replace your front master brake cylinder to increase your braking power.

4. Seating position

Of course you're sitting in an upright position with your arms higher in the air due to the handlebar position. Key here in cornering is to use the bottom half of your body to grip onto anything you can thus freeing your upper body to be "light" on the bars. You shouldn't be using the handlebars for anything other than turning.

Unfortunately, the sitting position of a cruiser puts more stress on the low back and can cause low back pain if you have a pre-existing problem. This is in contrast to a sport bike that has an opposite effect of

lessening the pressure on the back due to the leaned over position. This is however, at the expense of bringing out neck problems due to the extended neck position.

5. Pegs or Floor Board position

If you have Floor Boards, there's usually not a whole lot of grip, so be sure to wear boots with good rubber on them to maximize your grip. As far as Highway pegs go, they may be comfortable cruising on the highway with, however they will not offer much support while cornering. Hey, it's not a sport bike anyway, however to maximize cornering you're going to have to rely on using your thighs and seat to stabilize yourself on the bike.

In closing, all bikes handle differently and it is your duty to know your bike and know its, and your limitations. Always ride just under your comfort levels and keep a few percent for those situations that can

quickly develop into something sloppy out there on the roads.

I have personally learned that you need to OWN your cruiser in the sense that you are controlling it, and the situation. Be confident, but not stupid. Never second guess a corner half way through. Regardless of your speed, do not brake when you are into it!!!! Even if you have misjudged the sharpness of the corner and you are clearly going too fast into it. Look where you want to end up and commit to it without hesitation. Its your best chance of actually coming out at the other side in tact. Learn from the mistake and don't repeat it.

Easy said I know, but without a framework of good riding practice and knowledgeable control, we are all just flirting with the inevitable.

Stay upright out there my friends but lean well :)

