

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

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Steel Horses at Harry's Bike Show





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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.

November 2015

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Steiny tell us about the course



Regular Stuff

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With Mac

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Sarge takes us to Vietnam Vets

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.



SARGE'S SLANT



Riding and all the tips I can think of..... (Personal opinions only)

Any comments made below do not apply to current members or riding partners!

Riding a motorcycle is not like driving a Car the risks are far greater and mistakes are less forgiven than if you are wrapped in a steel envelope. Given this I thought I would share some of the things that have made me still upright after 40 years of riding on roads with the various drivers (skilled and unskilled) and vehicles (roadworthy or not) that I have shared the roads with.

Just a point I am NOT 57 years old but I did spend a couple of years belting around on a Postie Bike in Brisbane traffic that may have been unlicensed. Underpowered and very vulnerable in a t shirt and thongs with a perception of my abilities well beyond my actual skill level and occasionally lubricated with some illegal Beers that made me very familiar with the effects of mounting a Gutter on a Postie Bike.

Let me say up front that I am far from perfect and not even close to some riders skill level but I have managed to survive with only a few meetings with the road surface and 1 occasion of a cow paddock that I would like very much to forget - J

I cannot believe the amount I people that I see on Bikes that think they are still in their cars safely protected and riding the dam things like they have four wheels and an airbag! Motorcycles require momentum to stay upright and to safely traverse corners. It is my humble opinion that the slower you go the less control of the machine you have and the higher the risk. Of course there is a tipping point in terms of speed of the machine and also the contributing factors of weather and road condition to be considered but it has been my experience that someone who dawdles around on a Bike is inevitable going to come off or get run over by the frustrated Truck they have been holding up behind them for an hour!

I also make it a rule never to ride in traffic if at all possible. You may think you are Mr Law abiding citizen but if you are riding in a vehicle blind spot continuously they will eventually run you off the road because drivers do not see you, they were born with an inability to turn their heads.

I always move forward from the traffic whenever possible so that I am in control of the space around me and not close to other vehicles unnecessarily. Of course there will be times that you have no choice but when the choice is yours use it!

Riders who dawdle onto Freeways and merge at a speed slower than the traffic deserve everything they get. This is UNSAFE and will get you abused and or run over if you do it continuously. Remember you have no protection and pulling in front of a fast moving vehicle just pisses people off and they may in fact get so pissed that they go around you and cut you off or worse.

I cannot believe the numb nuts who overtake vehicles at the slowest speed possible and take minutes if not hours to go around or who leave the bikes behind them hanging on the wrong side of the road. YES you will possibly get a ticket if you are caught but dam it you are a long time dead if you get caught on the wrong side of the road when farmer Joh comes out of the hidden dip in the road that you could not see!

NEVER ride behind a vehicle that is blocking your view of the road ahead... to do so can place you in all sort of danger from Pot holes that suddenly appear from below the vehicle in fronts tow bar. They could brake suddenly due to an incident that is not visible to you and more importantly you

cannot see the road ahead condition or angle of the corners etc. EITHER pull back and leave a safe distance or GO AROUND!

I am not the perfect rider and any advice above is only offered for your reading pleasure and not intended to be an instruction manual or a set of rules.

Last but not least NEVER view your Tyres or Brakes as opportunities to save costs. These are the only items on your Bike that you should always keep in tip top condition as they are the 2 items that keep you safe from the road rash or worse if they do not function like they should.

Riders are individuals and follow their own mojo, however IF you ride your bike like you drive your car then it is my humble opinion that you are increasing your level of risk...who knows I have been wrong before so maybe I am wrong now... Just ask my Missus.

See Ya on the next One!

Sarge



North Ride Report

18 October
2015



By Mac

Hurricane
Barney
Mayhem
Rick

Ride Captain:
Mac

TEC:
Boots

Visitors for the day:
Axel
Gracie

The North ride for this week started at Maccas Newmarket and was attended by 5 members and one visiting rider, Axel and a pillion with Boots, a lady by the name of Grace. We decided to go in the planned ride route in reverse to avoid the Mt Glorious section first thing on Sunday morning in case the cops were back harrassing riders.

We headed out to Samford and seemed to have gotten every red light on the way but once we reached Samford, it was plain sailing. The weather was perfect and the roads were washed clean from recent rains. From Samford we headed out towards Daybora and then up the range and enjoyed the twisties. Our first break was at the Pitstop cafe around the Ocean View area. The views were spectacular with clear vision to Brisbane city and the coast.

The trip over Mt Mee was equally clear with no cops anywhere to be seen. Traversing down the twisties and then into Woodford was fun for all. From Woodford we decided to do the Bellthorpe range and double back to Woodford again. This is always an awesome ride with switchbacks and very hilly spurs to follow. There is even some long straight stretches to blow out the cobwebs.



From Woodford we headed out along the Villeneuve road which is 80kl/hr almost all the way into Kilcoy. The road is a good slow cruise and it passes through some awesome country and also past the top end of Somerset Dam. Kilcoy pub was the venue for lunch and I must say, not a bad little pub with good food at a reasonable prices. We

spent some time here just chilling out and as a special treat, Axels wife, (Laura) and young son, (named Harley) joined us for lunch. It was here Barney displayed his gift with young children as he held 5 month old Harley for a good 20 minutes and amused him with talk and beer :) Harley eventually started to cry as he wanted his Dad back :)



North Ride Report



After lunch, Barney and Hurricane headed home via the D'Agular Hwy and the rest of us headed around the Somerset dam road and then on to the T intersection for the Mt Glorious mountain loop. Here we said our goodbyes to Mayhem, Boots and Grace as Ric and I headed up the mountain. I stopped at the usual Mountain Men Cafe for one last coffee and Ric kept on going.

Was another great ride day with good company and great mates.

Mac

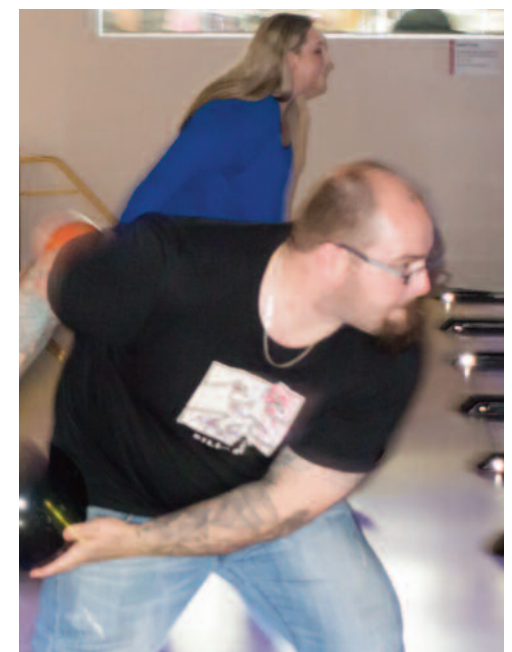
(Try to keep up.)



Steel Horses go bowling!

- Saturday night 17th October 2015.

A fun evening for a group of Steel Horses members at the Mt Gravatt Tenpin Bowling Centre.





West Ride Report

31st October
2015



The day looked exceptional with Blue Skies and no wind. I rocked up to Goodna Maccas to find a Rowdy and Mayhem already waiting.

After greeting both I went and had a look at Rowdy's new paint job and it looked bloody awesome.

By 9am a number of members had arrived. We had Hurricane, Ace, Boots, Axel, Ynot, Mayhem, a Rowdy, Yogi, Texas & Corey, Drastic and I.

We mounted up and went straight down the toll road to Browns Plains and then through Logan to Kingston arriving at the VVMC and VMC bunker in about 20 minutes. Not a long ride by any means but a long ride was not the plan.

After signing in we checked out the stalls and the Bikes. we spent most of the morning watching new bikes arrive for the show.

Each person left in their own time. I think everyone enjoyed the show.

Next year I will add a bit more ride before we attend the show.

See ya in the next 1

Sarge





Helmet laws, lane filtering are win/loss

BY MARK HINCHLIFFEIN MOTORBIKE NEWS — 6 NOV, 2015

The introduction of lane filtering in four states and a territory, and wider helmet laws in two states and a territory are both a win and loss, says the new Australian Motorcycle Council chairman.

"It's a bit of a conundrum because some states have now got what we've been campaigning for over many years so it's a win, but it's also a loss because it's not uniform across the states," says Peter Baulch.

The Victorian rider and founding chairman of the restructured Victorian Motorcycle Council has been appointed to replace Shaun Lennard who resigned last month after nine years to become media adviser for Australian Motoring Enthusiast Party Senator Ricky Muir.

"We had the stupid situation recently with the MotoGP of blokes coming down from Queensland having to carry a spare helmet to get through NSW safely," Peter says. "It's just stupidity."

Peter says one of his main aims as AMC chairman will be "regulatory harmonisation" of rules such as helmet laws, lane filtering and other road rules.

Australian Standard sticker

"Uniform Road Rules have been high on the agenda for all road users, and especially motorcyclists for many years," he says.

"At the Helmets Forum in Sydney in January 2015, all key

participants/presenters espoused the need for regulatory harmonisation. But the reality is that we are now worse off than we were 12 months ago, with more states adopting their own rules/regulations which differ from each other.

"Filtering and ECE 22-05 helmets are but two examples of this.

"But as we know, common sense in government and bureaucracy are often miles apart."

Peter says the role of the AMC will be to keep plugging away behind the scenes, a job which was recently made more difficult by a Federal Ministry reshuffle.

Apart from rule uniformity, Peter says "the overriding and most compelling issue" is to have state and federal authorities recognise motorcycling as a separate and legitimate mode of transport.

"The National Transport Commission sets the ideology for transport nationally and up until the last 12 months the words motorcycle and motorcycling did not appear once in their manifesto," he says.

AMC secretary Tony Ellis says Peter has a "long involvement with motorcycling" and brings a strong background in business and management to the position.

Peter is a company director who has been riding "for more years than I care to remember".

His first bike was a Suzuki 185cc trail

bike on the family farm. After University, he spent 20 years in senior corporate management (nationally and internationally) and has been involved in the boating industry for many years.

Peter now rides a Honda ST1300 Pan European, is a member of the NSW Boating Industry Association, past national President of Apex Australia, founding chairman of the new VMC, a previous delegate to AMC, a member of the VicRoads Motorcycle Advisory Group, a Ulysses Club member since 2000 and current member of the club's National Committee.

He has delivered the following "vision statement" to members of the AMC:

Thank you for your confidence and support in nominating/electing me to succeed Shaun Lennard as Chairman of the Australian Motorcycle Council.

I am somewhat humbled, but at the same time, excited by the challenges we have ahead of us.

Shaun Lennard's legacy will be the healthy state he has left the AMC in, and the respect and credibility it now enjoys as the peak body representing motorcyclists nationally. I place on record our sincere appreciation to Shaun from all of us for the untiring commitment he has invested in elevating the AMC to the status it enjoys today, nationally and internationally.



Some thoughts on the AMC's needs in the short to medium-term future.

Given the void left by Shaun's unexpected departure from the Presidency of the AMC, and the absence of a clear succession plan, I think now is the time to give some serious thought to the following:

- a) Avoiding a repeat by establishing a process for natural progression and succession by amending the AMC constitution to provide for an official position of Deputy Chairman.
- b) New Chairman to proactively mentor Dep Chair as likely successor, and ultimately a seamless leadership transition.
- c) Research all available means of establishing a practical and feasible on-going funding resource for AMC.
- d) Meet more regularly (even consider skype based mini teleconferences of Executive and or All AMC Delegates).
- e) Increased stakeholder / partner communication both Internally and Externally with regular formatted information flow and expanded "Committee" roles and functions.
- f) Better coordinated State and National advocacy on all motorcycling related matters / issues requiring regulatory harmonisation through increased respectful consultative representation.
- g) Explore closer working relationship development with non-Government State and National Bodies having motorcycling related affiliations,

(E.g.: FCAI, MA, AMDA, NTC, AustRoads, Stds Aust, RAA, etc).

The fact that we can confidently address these challenges is a compliment to Shaun's Chairmanship. I think all associated with the AMC have been fully supportive and appreciative of the profile, recognition and respect that the AMC now enjoys, thanks primarily to Shaun's diligence and dedication to the task. I'm sure we all understand and respect Shaun's decision to take up the role he now has, and I have his personal assurance that whenever possible he will be only too keen to offer support, advice and guidance to the AMC.

Some issues for us to consider into the short / medium future. (not limited to)

- i Slight AMC restructure (as above)
- ii Settling a Patron
- iii Expand team work and the now "well-functioning Sub Committees"
- iv Recognition by all stakeholders, of Motorcycling as a separate and legitimate mode of transport and Road user group. (fastest growing mode of powered transport in Australia over past 10 years).
- v Austroads and NTC could set the standard for State Governments and State Roads Authorities.
- vi Holistic approach to Road design, road surfaces, road maintenance, roadside infrastructure, etc, for the benefit of ALL road users
- vii Holistic approach to **Regulatory Harmonisation of all road rules / safety related regulations, using

better research and greater consultation with stakeholders

- viii Engage in consultation to embrace technology (ABS, C-ITS (Cooperative Intelligent Transport Systems), etc), for improved information / awareness of road environment and vulnerable road users in particular.
- ix Holistic approach to safety by all parties in recognising Road Safety is a shared responsibility of all road users AND stakeholders.
- x All stakeholders recognising and acknowledging that the safety of one road user group should not be enhanced at the expense of other road user group/s

** Regulatory Harmonisation – Uniform Road Rules have been high on the agenda for all road users, and especially motorcyclists for many years. At the Helmets Forum in Sydney in January 2015, ALL key participants / presenters espoused the need for regulatory harmonisation. But the reality is that we are now worse off than we were 12 months ago, with more States adopting their own rules / regulations which differ from each other. Filtering and ECE 22-05 helmets are but 2 examples of this.

The above list of suggestions is by no means an exhaustive list of possible options, but rather, it is provided as a guide to some of the issues that I believe we (AMC) need to continue to address constructively in order to ensure that the continued influence, credibility and professional effectiveness of the AMC is maintained and enhanced for the future benefit and better outcomes for all motorcyclists nationwide.

How to sell your motorcycle

BY MARK HINCHLIFFEIN TIPS/TRAINING — 14 MAY, 2015



A highly competitive market is keeping new motorcycle prices low which is great news if you are buying, but bad news if you are trying to sell your motorcycle. Getting a decent price for your much-loved bike can be difficult but there are a number of things you can do to maximise resale value when you sell your motorcycle.

We have gone to the experts for advice, including RACQ technical executive manager Steve Spalding, Glass's Guide and some retailers who wanted to remain anonymous. In this first of a two-part feature, we have 10 tips for preparing your bike – and yourself – for sale.

Clean your bike.

It seems obvious, but it is surprising how many people offer their bike for sale

covered in grime. Apart from a general clean, it is important to clean areas such as under your seat where tell-tale mud and dust may deter a keen buyer. You should also ensure the battery terminals don't have any calcium build-up and that you remove any surface rust from chrome or metal parts. It may pay to get some touch-up paint as well, but you don't want to go too far and make it look obvious that you have patched it up, either. Read my story on cleaning your bike for some more tips.

Clean up first

Remove most of the accessories. You may love the way you have kitted out your bike, but not everyone will. You may actually get more from selling the accessories individually on eBay than it will add to your bike's price. Some dealers tell me that

performance accessories can depreciate the price of your bike because it looks like it has been thrashed. If you sell it with accessories, make sure the original parts (eg exhaust pipes, racks, bars, mirrors) are included.

Research the price.

Check the Glass's Guide website to find out what your bike is really worth. Online bike sales sites offer inflated views of what people are hoping to get, but they are often unrealistic. Most people who sell privately list a high price so they can negotiate down. That just deters inquiries. Best to set an honest market price by checking first with the bike valuations company that dealers use, Glass's Guide



Use a clean background for photos

Ensure your bike is checked by a mechanic.

In some jurisdictions you must have a valid safety certificate or roadworthy before you can sell the bike. But it's also important so you have peace of mind that when someone rides off on your bike – for a test ride or after the sale – that it won't fail on them. Also check all the basics such as battery, oil, chain and tyre pressures.

Gather all your documentation.

Make sure you have proof of ownership, finance details, remaining warranty and service/maintenance records. Buyers may want to look at these. A well-maintained bike will fetch a better price and the right documentation is great reassurance.

Selling privately. If selling privately, there really is only one option – online. No one sells motorcycles in newspapers anymore and you really would have to be lucky to sell via a flyer pinned on a

supermarket community noticeboard or by being parked at the side of the road with a "for sale" sign on it. The latter is also a prime target for thieves.

Be honest.

Don't give an outlandish description of your bike. But give as many details as you can including kilometres, "never dropped", "never ridden in the rain" and how much time you have left on registration.

Use a clean background for photos

A picture paints a thousand words. You are going to need some good photographs of your bike for an online ad. Photograph your bike against a clear background. One of the best locations is in front of a closed garage door. Take the photos outside on a clear day, mid-morning or mid-afternoon, and use the flash as well to get rid of any shadows. Photograph it from all sides and you may want to highlight some of the selling

points such as the odometer showing low kilometres or the rego sticker showing plenty of time left. If you've owned up to any scratches or dents, photograph them, as the buyer may imagine them to be worse than you said.

Mechanical condition.

Don't start the bike just before a buyer arrives to inspect it or they may become suspicious about its ability to cold-start when they feel the warm engine. Once again, it's best to be honest. However, if you have plenty of time for the bike to cool down again, it's advisable to start it and have another last check of the battery.

Transfer documents.

Have the motor vehicle transfer documents on hand when a buyer arrives. You don't want to send away a prospective buyer simply because you can't finish the transaction for a lack of documentation. They may get cold feet and never return!

We have gone to the experts for advice, including RACQ technical officer Steve Spalding, Glass's Guide and several retailers.

Private sale:

We all think private sale is the best because we can get the most for our motorcycle. However, because of the low prices for new bikes, the second-hand market is flooded and prices are not so great. Also, with so many bikes out there for sale, it is difficult to excite any interest. And while you sit around waiting to sell your bike, you may miss out on a bargain for your next motorcycle.

Another problem with private sales which are mainly done over the internet is that there are many scammers out there. There has recently been a rash of stolen bikes in Victoria from thieves who contact sellers and get their address on the pretence of coming to inspect the motorcycle. Then thieves roll up and steal it. You also have the problem of someone riding off on your bike for a test ride and never coming back. There are precautions you can take such as meeting buyers at a neutral place and holding their licence or passport while they test ride.

You will also have to agree on a transfer of money that is foolproof. On my last sale, the

buyer used my home computer to transfer money into our account, but it was still possible to have been ripped off. As you can see, it can be quite a chore to sell privately. There are other quicker and safer options available.

Another option is to use Protecti who hold the money securely until both parties are happy.

(Please note: Only available in Australia)

Consignment:

Selling on consignment means you leave your motorcycle at a dealership and they sell it for you and charge you a commission on the price. However, very few dealers sell on consignment any more. And since dealers make more money buying and selling bikes, they are less likely to promote your bike to a buyer. Their only motivation may be your promise to buy off them when it is sold. In which case, why not just do a trade-in?

Trade-in:

This is one of the simplest ways to sell your bike. All the financial and legal documents are handled by the dealers and they are often keen to do business and shift new stock off their floor. However, one of the problems is you never really know how much you get for your bike and what is the real price for the bike you

are buying. You should consider buying an industry-approved valuation from Glass's Guide. Dealers can't argue with that as they use Glass's Guide, themselves. If your dealer talks only in changeover prices rather than trade-in price, insist on getting a breakdown of the trade-in price from the dealer. If you say you are going to obtain another trade-in price elsewhere, they will often try heavy-handed sales tactics or tell you the deal won't be there when/if you return. In that case, just walk away. You probably will get a better deal elsewhere.

Sell for cash:

This is another simple method of selling your motorcycle. Because new prices are so low, it can be difficult to get people to trade-in their bikes, so dealers end up with few bikes out the front to attract customers. You've probably seen the signs saying they will buy your bike for cash. You probably won't be surprised to find that they won't offer great prices, either. There really is little incentive since they won't necessarily get the money back from you in a sale. However, what you lose in the sale, you may gain when you buy a bike because you have the bargaining power of cash.

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