

# The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

December 2015

VOL 7, ISSUE 12



**Helmets For Ugly pillions**



**Steiny goes beserk?**





#### STEEL HORSES ADDRESS

##### The Secretary

PO Box 372  
Salisbury, Qld, 4107

##### Management Committee:

##### Founder – Sarge

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

##### President – Sarge

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

##### Treasurer – Ynot

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

##### Secretary – Steiny

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

##### Coordinator – Sugar

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

##### Rider's Delegate – Jak

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

##### Other Roles:

Editor – Boots  
Mobile: 0416 034 886  
Email: ozcruise@tpg.com.au

Ride Captains South  
Jak and Steiny

Ride Captains North  
Mac and Hurricane

Ride Captain West

##### Web Bastard – Kim

Mobile: 0404 860 955  
Email: kimdowl@fastmail.com.au

## Club Objectives

The objects of the club are to encourage members to regularly meet, ride, and join together for social enjoyment

## Membership

Membership is open to Riders and Pillions of Cruiser and Tourer motorcycles, as well as Social Members.

Currently, the annual membership subscription is \$36 for Riders, Pillions, and Social Members. This is applied monthly pro-rata for new members.

For new members there is also a once only joining fee on top of the annual membership fee. This covers the cost of Patch, Insignia, and other Club costs.

Currently, the joining fee is \$40 for all Members. All Members must wear a vest and Club Patch.

Members can view the Rules and By-laws at our monthly meetings. Just let the Secretary know.

December 2015

## Extra Stuff

7 **Harley Davidson Bike Review**  
The Fat Boy S

16 **Physical Health On Your Motor Bike**  
The benefits of riding

## 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

4 **Sarges' Slant**

5 **South Ride**  
With Mac

6 **Steel Horse Snickers**  
Rumours and stuff

12 **Coordinators Report**  
Sugars Stuff

13 **West Ride**  
Sarge Heads Out West

15 **South Ride**  
Jak Takes The Run



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



# SARGE'S SLANT



Not much to report on this month so here are some funnies for your enjoyment. Merry Christmas all.

## You Don't Need A Harley To Pick Up Chicks

On the farm lived a chicken and a horse, both of whom loved to play together. One day the two were playing when the horse fell into a bog and began to sink. Scared for his life, the horse whinnied for the chicken to go get the farmer for help! Off the chicken ran, back to the farm. Arriving at the farm, he searched and searched for the farmer, but to no avail, for the farmer had gone to town with the only tractor. Running around, the chicken spied the farmer's new Harley. Finding the keys in the ignition, the chicken sped off with a length of rope hoping he still

had time to save his friend's life. After tying the other end to the rear bumper of the farmer's bike, the chicken then drove slowly forward and, with the aid of the powerful bike, rescued the horse! Happy and proud, the chicken rode the Harley back to the farmhouse, and the farmer was none the wiser when he returned. The friendship between the two animals was cemented: Best Buddies, Best Pals. A few weeks later, the chicken fell into a mud pit, and soon, he too, began to sink and cried out to the horse to save his life! The horse thought a moment, walked over, and straddled the large puddle. Looking underneath, he told the chicken to grab his hangy-down thingy and he would then lift him out of the pit. The chicken got a good grip, and the horse pulled him up and out, saving his life. The moral of the story? (yep, you betcha, there is a moral!) "When You're Hung Like A Horse, You Don't Need A Harley To Pick Up Chicks"



15th November  
2015

Steiny

Sarge

Hooch

Ace

Mac

Ynot

Axel

# South Ride

**W**ell, the weather didn't look as though it was going to be much good for Sunday. ...going by the weather report on Saturday night, but to our surprise it turned out to be a good day.

We headed off to Mt. Tambourine. ..Over the goat track...then on to Advance town pub for our first bum break. While we were there, a mate of Hooch's called to tell us there were cops doing their thing on murwillumbah, where I had planned to have lunch. So ! Rapid change of plans. We did an about

face...back to Beaudesert... Rathdowney for lunch. Ynot headed home from there and the rest of us went on to Peaks crossing hotel for our last stop and a quick drink before we said our goodbyes.

My trip meter said around 300 k's from memory...but that doesn't sound right to me.

Anyway, I hope everyone enjoyed the ride.

Cheers.  
Steiny.

"A man has got to know his limitations"



NEW FEATURE



## Steel Horses' Snickers

Heard some whispers around the club lately? Interesting stories, funny stories? Send them in, it's always good to put a smile on your dial.



Sunday 22nd November. Location: Goodna meeting point.

Enter one black Victory Bagger with **YOGI** astride the machine. Greeted by two members who were NOT in awe of the motorcycle. (?)

"There's no cup holders Yogi"

"You can ride with us 'cuse the cops will be on the ground laughing so hard, that will take the attention off the rest of us..."

We sound tested it, its too loud.

Yogi: I couldn't find the fuel cap, I searched for

ages, with the help of some impatient motorists ... I had to google to find out where it was located..."

Jak arrived, throwing in some comment, no... insults, before he even got off his bike.

"Princess let you buy this.... "It's the last victory you'll have..."

A fellow rider from another club comes over to talk about the bike, 'cept he only wants to talk about the Vulcan... totally ignored Yogi's ride.

Now we know why they're called baggers, EVERYONE bags them.

# BIKE REVIEW

“... However, a resurgence in Fat Boy is now predicted with the addition of this high-powered, low-riding model”



## 2016 Harley-Davidson Fat Boy S

BY MARK HINCHLIFFEIN

For the first time Harley-Davidson has squeezed its 110-cube Twin Cam, normally reserved for CVO models, into a Fat Boy Lo frame to create its most powerful and desirable cruiser yet.

HD Australia sales manager David Turney and "Pontiac tragic" nails it when he says it reminds him of the Pontiac GTO.

"Pontiac squeezed in the biggest motor that would fit in the chassis. It's the same with the Fat Boy S," he says.

Fat Boy was the biggest seller in the Harley family in Australia for several years until it was surpassed by the Dark Custom range, then the Breakout and now the Street.



However, a resurgence in Fat Boy is now predicted with the addition of this high-powered, low-riding model.

Price is extremely attractive at \$31,495 which is just \$2500 more than the standard Fat Boy Lo. If you were to replace the engine of a Fat Boy with the CVO 110 (1800cc) balanced Twin Cam, it would cost you about \$6000 and you wouldn't have cruise control which is standard here.

If you look at the model designations, it's not actually a Fat Boy (FLSTF), but a Fat Boy Lo (FLSTB). The designation is FLSTBS, which means it has the lower seat height.

The effect of being pulled along by a 110-cube Screamin' Eagle engine with such a low seat height is like having your backside dragged along the ground by a drag racer. It's exhilarating in the extreme!

But what about the notoriously low cornering clearance issues and the wallowing handling of

the ponderous fat-tyres Fat Boy? What's the point of squeezing a meatier engine into the same frame and suspension? Surely it will be power you can't use!

Harley confirms that the suspension and frame are exactly the same with no tuning of springs or dampers. In fact, nothing much has changed mechanically in the Softail for the past seven years.

So we took to the famous Gold Coast hinterland and Border Ranges on the national press launch for the ultimate test of these concerns and the result was a real surprise.

A series of roundabouts led us out of the Gold Coast to the sounds of scraping floorboards on every turn.



For those who laugh at such antics, that's fine. It is laughable ... and a whole lot of fun!

You purposely touch down the floorboards and glide them along the ground, delighting school children on their way to school and scaring the

commuters in their cages.

You get used to it and use it as a guide to how far you can lean. The only concern is a bump or dip in the road that can cause soft suspension to stretch the wheelbase and reduce the clearance, resulting in hardware such as pipes hitting the deck and possibly lifting the rear wheel off the ground.

It's happened to me on several Softails in the past and it's scary.

However, the Fat Boy S seems more rigid and firmer than before, even though Harley confirms there have been no suspension changes.

It also seems to ride better over the bumps, even though it weighs about 4kg more than the standard model.

Big hits still jar your body because of the shorter rear spring on the Lo, but it's firm and fair, rather than bone-breaking.

The Fat Boy S takes a little bit of effort to turn with that meaty 140mm front tyre, but the wide bars reduce the effort and keep it ultra-stable through surface irregularities.

You can also change your line easily mid-corner without feeling like you will unsettle the whole ship.

Once into the hills and the winding roads, it becomes clear that this is going to be a fun bike to punt along.

The more-powerful engine actually makes it more useful in this terrain because the engine pulls willingly from under 2000 revs, so you don't have to tap-dance on the gears as much to make swift progress.



If you want to swap cogs quickly, the addition of the hydraulic clutch with a stronger spring is still light enough with good feel and engagement.

Within a few corners I'm firing it up to a late corner entry with a fistful of late braking and a couple of downshifts. This pulls it up very effectively even though there is only a single disc up front.

Then you turn it into the corner, arc wide and get on the gas to fire it back out again.

Soon we are stringing together a series of bends in quick time and enjoying the challenge.

While the 110 engine pulls from much lower, it also has a heady top end and responds nicely to stacks of revs, something we don't normal expect from the big Harley V-twins.

And more importantly the Screamin' Eagle air filter and pipes make a gloriously legal baritone rumble through the hills.

There's also very little engine mechanical noise to interrupt the dulcet tones of the sucking and blowing process.

Cruising through the northern NSW can fields, the Fat Boy S seems right at home. You sit so low in the seat you feel like you are in the bike – at one with it – rather than riding on it.

On short highway stretches I switch on the cruise control conveniently located on the left switch block and it works just fine with no lag and a very positive feel when you increase or decrease the speed settings.

Cruise control is made possible by the introduction of fly-by-wire throttle which is nicely attenuated for plenty of feel and smoothness off idle which makes feet-up tight u-turns very manageable.

The electric throttle now on all Softails also allows Harley to fit its Electronic Engine Idle Temperature Management System (EITMS) from the Touring models which turns off the rear cylinder when the bike is stopped. It helps to keep you cooler on hot days.

It's enabled and disabled using the throttle grip. Pushing the throttle forward with the ignition on for three seconds will change this status. The cruise control lamp will flash green for enabled and red for disabled.

Even though it's running on one cylinder, it's balanced so it doesn't vibrate any more than when both are working.

Styling is virtually unchanged and those iconic solid, bullet-hole disc wheels are not only striking, but extremely easy to clean.

The Fat Boy S comes in black denim (matt black) and vivid black (gloss) only. But that's just fine with most Fat Boy lovers who only like black because there is no darker colour.

And you're surrounded by darkness with a blacked-out engine and gloss black lower forks, axle nut covers, handlebar and riser, brake lever and hydraulic clutch assembly, and shotgun exhaust with slash cut mufflers.

It looks low and mean and now the Fat Boy S has all the grunt to go with its bad-boy facade.

### 2016 Harley-Davidson Fat Boy S FLSTBS

#### Price \$31,495

#### Dimensions

Length 2390mm (94.1")

Seat 660mm (26")

Fuel 18.9L (5gal)

Dry Weight 322kg (709lb)

#### Powertrain

Engine Air-cooled, Twin Cam 110B™

Displacement 1801cc (110cu in)

Engine Torque 136Nm (108ft lb) @ 4000rpm

Transmission 6-Speed Cruise Drive®

Wheels/Tyres Wheels Black, Bullet Hole Disc Cast Aluminum

Front tyre D408F 140/75R17 67V

Rear tyre D407 200/55R17 78V







*from the Coordinator's Desk*

*The*



*Report*

Hi Everyone

All the arrangements for the AMG are complete and I will tell you the full details at the next meeting.

I really need to finalise the numbers for catering for the Laverda Concourse on this Sunday 20th July.

We need the numbers as Steiny is arranging a BBQ for all who attend and he needs to know how much to buy and cook. Thanks Steiny.

That's all for now

Sugar

## Harley Owners Need Dependable Alternatives



# West Ride Report

22nd November  
2015



We met at the usual point Maccas at Goodna and much to my Surprise there was Boots and Yogi waiting with Jak. For some reason Yogi had a strange grin on his face and he was standing beside a huge starship that he claimed was a motorcycle. On close inspection I found a Victory Badge on the superstructure and worked out that he must have ridden the dam thing to the meeting point and was intending to ride it on the west ride that day. After 30 minutes of inspection I finally found something positive to say about the test ride he was bringing along, I think it was the glossy Black finish!

Grumpy and Steiny rode in just before 9am and we were ready to head off. I described the calendar ride destinations and was greeted with less than enthusiastic response so promptly consulted the riders and determined that we would head out through Esk and then up to Hampton and stop for lunch at Murphy's Creek.

We headed off after strict instruction to Yogi that he was to stay at the back simply because no one could work out if the Victory was a cruiser, tourer or starship.

As we headed towards Fernvale the clouds looked as if they were about to start a massive downpour but I decided that getting wet would be part of the adventure so continued to head west. We reached Esk without any rain but on performing a head count we identified that Boots had dropped out due to the realization that he had chores to complete that weekend. I suspect that the threatening clouds had some influence on his decision but that is pure speculation.



# West Ride Report

We left Esk and rode to Hampton without a drop of rain and enjoyed this piece of road by allowing a breakout so that everyone could take the road at their own speed. Happy to report still no rain.

A quick stop in Hampton for a Cuppa and then we rode to Murphy's Creek for Lunch. The sport club here is well worth a stop and will be a regular lunch stop on west rides from now on. I am pleased to report that each stop included an ongoing conversation regarding Yogis ride and the consensus was that it was good to have him along on his test ride as we truly believed that if pulled over the Police would be far too distracted by his bike to notice the rest of us and it would definitely put them into a happy mood as they would be so busy laughing that they could not write tickets.

Post Lunch at Murphy's Creek we headed off to Blacksoil and stopped at the servo to say our goodbye ad offer Yogi last advise on the potential purchase of the Victory.

A good Ride, Good company and I am pleased to report that Yogi decided against buying the Bike. I hope its not something we said??

See ya on the next one...

Sarge.

13th December  
2015

Jak went to the meeting point and got soaked. Sarge tried to get to the meeting point and got drenched. Ride cancelled due to significant wet weather.

Sunday weather sux BIG time...

End

Sarge

Editors Note:

I received a call from Jak just after nine o'clock, he came around to check out the size of me deck. He musta liked it 'cause he drank three coffees on it...



6th December  
2015

## South Ride

**W**e met at Yatala for the South ride after all passing at least one member if the constabulary on the way there. My experience was while trying to pass several cars before the Yatala exit. I reached warp speed to notice a van not far ahead. I will either have avoided a ticket or there will be a photo sent to me of the Street Glide doing a stoppie.

Gathered at the start point were myself, Sarge, Ynot, Ace, Hurricane and Mac turned up to say hi and reintroduce his mate Andy to us. Mac had wifely duties to attend to so left us at Yatala.

We proceeded over tamborine followed by another whalloper and had our first break at Advancetown. After a beverage we headed down the Numinbah Rd being warned of cops all the way only to find a couple of cop cars outside a diner. We then headed to Tyalgum for lunch (dont tell sugar) and home via Mt Tomewin Rd saying our goodbyes at Coomera.

Cheers

Jak

THE CLUB WEBSITE IS AT:

**steelhorses.com.au**

(steel horses dot com)

" A young man moves to Alaska to seek adventure. At a local bar he sees a sign for the Kodiak club.

He learns that all he needs to do is drink a gallon of Canadian whisky, wrestle a polar bear, and make love to an eskimo woman. Eager to fit in he accepts the challenge.

He drinks the gallon of whisky and stumbles out into the snow.

A few days later he returns. Badly bruised and scratched he asks the barkeeper, "Now where is that Eskimo woman I need to wrestle?"



# How Motorcycle Riding Improves Physical Health

This is dedicated to every rider who's sick to death of those "motorcycles are so dangerous" conversations, to every mother who's convinced her son or daughter is insane for riding, and for anyone who needs a really good excuse to go out and buy a bike. The bottom line is that riding a motorcycle is a form of low-impact exercise that improves muscle tone, can assist with weight loss, and has a multitude of health benefits. These health benefits include but are not limited to:

**Healthier, stronger knees and thighs:** A well-known orthopaedic surgeon in Indy once told me that motorcycle riders have fewer knee problems because riding a bike strengthens key muscles used to hold the patella and other bones in the knee in place. He told me that riding a motorcycle may reverse knee pain and problems and can most definitely prevent them. Most of the key muscles used to hold knee bones in place reside in the thigh. Ever notice that chicks that ride bikes have nice thighs? There's a reason! Additionally, backing a bike into a parking spot, especially uphill, is basically like doing leg presses with a 600 pound weight. It works!

**Improved core strength:** Again, all of the activities involved in steering a bike, moving it at slow speeds, etc., serve to strengthen muscles in the abdomen. It's more fun that situps!!

**Increased insulin sensitivity:** Because riding a motorcycle is a low-impact form of exercise, people who ride have improved insulin sensitivity for up to eight hours after a ride. Improved insulin sensitivity has a profound impact on weight loss, because insulin is a fat storage hormone. Having improved insulin sensitivity means your body will produce less insulin to counteract carbohydrates or to lower blood sugars, which means your body will be signaled to store less fat. The improved insulin sensitivity is also of great importance to anyone with

Type 2 diabetes. (See my post, Diabetes and the Art of Motorcycle Riding for info on how riding a bike significantly lowers blood glucose levels.)

**Calorie burning:** Riding a bike burns calories. Period. Getting everything ready for a ride takes time and burns calories, but there's more. Think about it ... it requires effort while riding to maintain balance, shift, brake, control the clutch, battle headwinds, etc., and that's AFTER you burn calories backing the bike out of the garage! Riding into a headwind burns a significant amount of calories as your body tenses muscles to fight the wind and stay on the bike. This constant resistance exercise not only burns calories but serves to strengthen those muscles, which ultimately increases your metabolism. Additionally, the physical effort exerted while turning, especially at higher speeds, can be significant. Folks who ride motocross or race motorcycles can burn up to 600 calories per hour; the rest of us burn around 200-300 calories per hour. Not bad! (Note to passengers: You burn zero calories per hour while riding passenger on a cruiser, and potentially up to 50 calories per hour while riding passenger on a sport bike. Maybe it's time to consider getting your own bike.)

**Improved neck strength:** This one is limited to those riders who wear helmets and those who have taken the time to properly fit themselves to their bike with the correct handle bars, seat, foot pegs, etc. Riding a bike that doesn't "fit" well can actually cause back pain and destroy proper alignment. Make sure your bike fits you! Wearing a helmet for a few hours a day would strengthen your neck whether you ride or not. Wearing it while riding, especially if you don't have a windshield to shelter you from the wind, requires significant strength. I'm happy to say, much to my chiropractor's chagrin, I was able to reverse whiplash simply by riding my bike and wearing a helmet. (I never ride without one.)

Strengthening my neck muscles served to pull my neck vertebrae back into alignment and back into the proper curvature. That is a therapy I can live with!!!

**Mental outlook:** Motorcycle riders usually report returning from a ride feeling energized and happy. Many riders refer to their motorcycle as their "therapist." Riding a motorcycle has a wonderful way of releasing endorphins that serve to boost mood and improve outlook. The time spent on a bike also provides valuable sun exposure, known to increase Vitamin D levels which are known to be powerful mood enhancers. Additionally, the hours of alone time spent on the back of a bike either allows folks to completely escape from their problems or allows them to work through problems and consider issues from different perspectives. I

know more than one rider who hops on their bike and takes a ride when they have an issue needing consideration. (This does not, of course, apply to issues causing great distress.)

That's it! Riding a motorcycle has definite health advantages, both physical and emotional. As always, ride smart. Get thoroughly trained before starting to ride and then take time to practice on back roads before hitting main thoroughfares. Take your time and don't try to beat lights or get in front of slow drivers. As always, NEVER drive while under the influence of alcohol or drugs. Even one beer can affect reaction time enough to impair shifting, clutch operation and turning ability. Just don't do it.

**I'm off to ride. Have a great day!**

