

STEEL HORSES

March 2016 • VOL 7, ISSUE 3



**'There's no
better feeling
when you've
been riding'**



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



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Ride Captains North

Mac and Hurricane

Ride Captains West

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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.**

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.

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



Regular Stuff

- 4** Sarge's Slant
- 5** North Run
Mac's North Run
- 11** South Ride
Yogis' Run, No Boo Boo's
- 22** T-Shirt Ride
Steiny's recovery Run
- 23** West Ride
Sarge goes To Rudds

March 2016

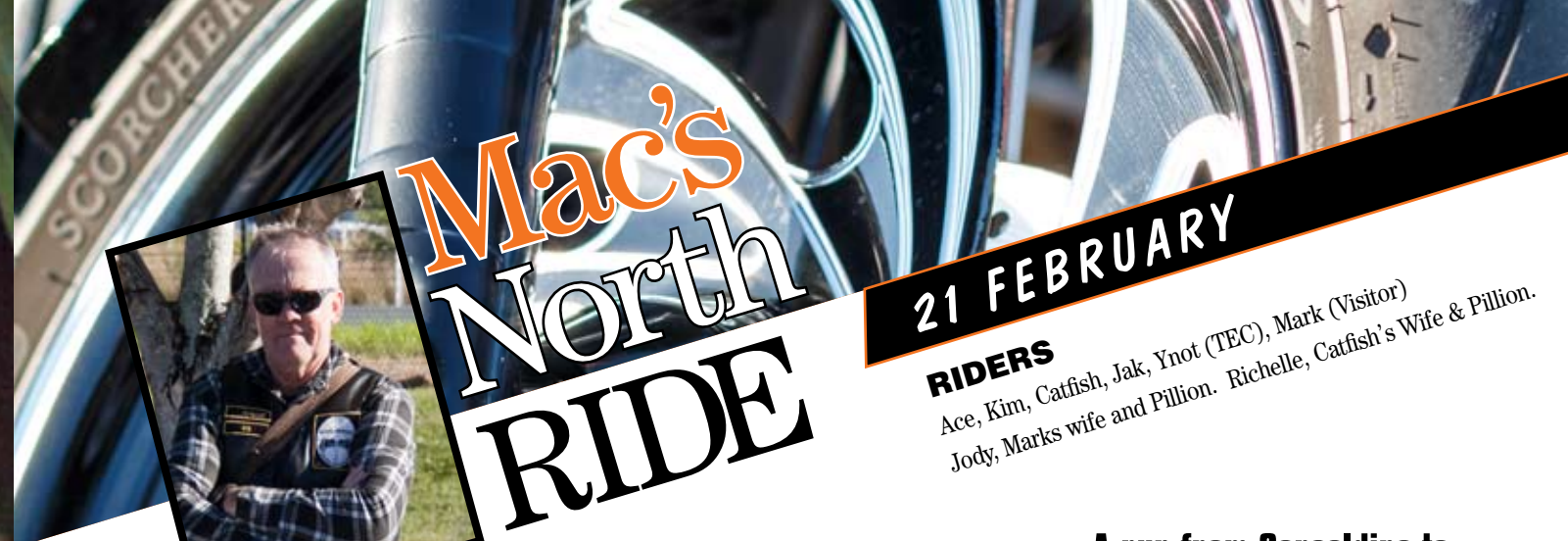
Extra Stuff

- 8** Moto Guzzi
Five New Cruisers
- 10** Motorbike Gadgets
Four Handy Products
- 14** Mayhem's Texas Ride
Report By Steiny
- 16** Tail Gaters
How to Handle The Situation
- 19** Harley History
How It All Began
- 28** Quote Of The Day
Let's Start With Boots





Sarge's Slant



RIDERS

Ace, Kim, Catfish, Jak, Ynot (TEC), Mark (Visitor)
Jody, Marks wife and Pillion. Richelle, Catfish's Wife & Pillion.

**A run from Carseldine to
Woodford and over the Bellthorpe
Range, with lunch at Kenilworth.**



We started at
Castledine for
breakfast at
approx 8 am
but it appears
Catfish had
brought
along a
mate
and his
wife and
Catfish's
wife, Richelle,

about an hour earlier than
that!! They were well fed
by the time we departed
at 9 am.
We went out a different
ride route this day and
turned off the highway at
Morayfield and went out
along Caboolture River
Road to the mountains.
Following North road
parallel to the range all
the way to Wamuran and

saw some new territory on
a road less traveled. Not a
bad detour around the Mt
Mee Hill climb. We arrived
at Wood Hotel for a bum
break and drinks where
we shared conversation on
our visitors new Harley.
Mark and Jody are good
folk and I hope they may
be considering joining
us again for another
adventure.

After departing Woodford,
we headed out to one of
my favourite mountain
climbs, Bellthorpe Range,
and everyone enjoyed
stretching it out with
some spirited twisties.
Refer to the Steel Horses
Website for the video of
this climb:
http://www.steelhorses.com.au/club_videos.html





I foolishly tried to lose Ace going up but he stuck to me like glue. (I think I was just in his way) At the top we pulled over to regroup. The views are most awesome up there and the rest of the Bellthorpe range was very pleasing with its hair-pin turns and long straight stretches.

Once back onto the main highway to Maleney, we took it easy and cruised all the way through to Kenilworth on that exceptional road and amazing scenery was our reward. Lunch at Kenilworth Hotel at the top of town was served fast and we all had a good chin wag.

After our feed we headed back on the OBi OBi road and up

the OBi OBi hill climb. Ynot was very pleased to know this time that its all one way and he was able to cut lose without worrying about a car coming down the other way. (Last time we were out here we may have forgotten to tell him it was one way)

From there we cruised on into Mapleton and back doalong the top of the range to Montville and down to Steve Irwin Way and the Bruce highway. We pulled over at the twin BP's near Caboolture for a final coffee and called the ride there. Was a fun day.

Mac.



The Italian Jobs

Moto Guzzi California Eldorado and Audace

BY MARK HINCHLIFFE

Australian Moto Guzzi fans now have five California cruisers to choose from with the introduction of the Audace (\$23,500 rideaway) and the Eldorado (\$24,000).

At the national launch in Sydney last week, the acknowledged that the cruiser market was growing rapidly all over Australia, driven



mainly by Harley-Davidson. *Moto Guzzi boss Ezio Forcella on a California Eldorado.*

The big American is now the top-selling road bike company, leapfrogging Honda.

“The cruiser market is expanding because people want an escape, but they don’t necessarily all want a Harley,” Ezio says.

“Our customers want something a bit more sports oriented and don’t want to be part of the pack.

“It’s about history, heritage and lifestyle.”

He points out that Moto Guzzi has been in continual production in the same factory in Mandello del Lario, Italy, since 1921 and the California cruiser has been in production since 1971.

“Moto Guzzi has always been an innovator. They built the first swingarms on a motorcycle and the first motorcycle wind tunnel. When they ran the wind tunnel, the lights would go out in town, so they used it in the early hours of the night.

“But they also have an eye to the future,” he says, pointing out that the new California was

the first cruiser to have fly-by-wire throttle, three engine maps, cruise control and traction control.

Moto Guzzi California Eldorado and Audace cruisers unveiled

Since the first California was produced to mirror the police bikes used in California, there have been eight generations and five engines.

The current model features a 1380cc transverse V-twin engine and shaft drive, a combination which has been with the company for nearly 50 years.

For the launch, Moto Guzzi fan Andre Deubel brought in his 1972 850cc California which took more than three years to restore.

The beautiful bike’s lines are reflected in the classic-looking Eldorado with its deep-valanced

mudguards, spoked wheels, white wall tyres, bullhorn handlebars, acres of chrome, covered shocks and low oversized saddle.

The rear seat cleverly conceals an integrated luggage rack when removed. It comes in black and red.

The Audace (the Italian word for audacious) is a more modern and dark version with drag bars, footpegs set back a little instead of forward floorboards, an adjustable rear shock, carbon mudguards and shortened exhaust system.

Both come with a host of accessories.

They join the California Custom (\$23,000 ride away) with cruiser

Moto Guzzi fan Andre Deubel with his 1972 850cc California.



handlebars, black mirrors, minimalist colour scheme and a two-seater saddle; the white Touring that adds a “Patrol” windscreen, chrome-plated headlights, 35 litre panniers, engine and pannier guard kit, touring saddle (\$26,000); and Touring SE that adds 35-litre panniers, built-in passenger

grab handle and back rest and a two tone colour scheme called Marrone Executive (\$26,500).

The ultra-mean MGX-21 concept California, unveiled at the EICMA show in Milan last year, could point to even more California model variants in future.



Gadgets

GearWrench Drive Gimbal Ratchet

If you've ever had trouble with hard-to-reach nuts and bolts in tight spots, this is the tool for you.

US ratchet company GearWrench has created this innovative Drive Gimbal Ratchet which allows you to access those tough spots with ease.

It's small, neat and easy to use. The aluminium tool attachment comes in 1/4" drive and 3/8" drive and can rotate on two planes thanks to its 72-tooth ratcheting mechanism and five-degree swing arc.

Price: 1/4" Drive Gimbal Ratchet \$29.50 (3/8" \$29.50)

Visit: www.gearwrench.com

Available: Masters, Total Tools, Mitre10 and hardware stores.



Digital Tyre Gauge

While a mechanical tyre gauge is the most accurate, the Oxford Digi Tyre Gauge has a large back-lit display for easy reading in the dark and a wide choice of pressure scales. It also features a rotating dual valve system to access any valve stem and a pressure release valve. Price is \$39.95.

Xena XX15 Alarm Disc Lock



It's no secret that stealing a motorcycle isn't terribly difficult. You can, however, make it considerably harder for would-be thieves by using a good lock. The Xena XX15 is one of the best; it combines a high-strength stainless steel disc lock with a built-in alarm. Internal shock and motion sensors will trigger the 120db alarm if someone other than you tampers with the lock.

BikeMaster Tyre and Tube Flat Repair Kit

Deep down, all riders share one fear: getting a flat in the middle of nowhere. This tyre repair kit is great for roadside emergencies. Along with a complete array of tire and tube repair accessories (a complete patch kit as well as the necessary hand tools for the job), it comes with 4 small CO2 canisters to re-inflate a flat. And it can be used for tubeless tyres as well.



South Ride



The Bay Run

Those in attendance, Sarge, Jak, Drastic and Sue, Boots, Grumpy and Angel, Kim and Rosie. Good to see Rowdy there after health issues and also Barney was there but retired early due to a mechanical problem.

The ride left Yatala went south to Coomera the around Jacob wells then the back way through the Redlands having first break at the Cleveland lighthouse.

Then headed off through Redlands, Sheldon, Loganholm, carbrook then finishing at the Redland Bay Hotel for lunch at about 12.15

All in all a nice short ride of about 160 klm.

Cheers Yogi





An old man was eating in a truck stop when three rough-looking bikers walked in. As they passed the old man, the first biker pushed his cigarette into the old man's pie, then laughed and took a seat at the counter. The second biker picked up the old man's milk and spit into it. The third biker turned over the old man's plate before joining the others at the counter.

Without saying a word to the laughing bikers, the old man put his money down, got up, and left the diner. One of the bikers said to the waitress, "Not much of a man, was he?"

The waitress replied, "Not much of a truck driver either. He just backed his big rig over three motorcycles!"



Beiny and Stoots?



**Obama Mayhem
Attends
Steel Horses
Meeting...**



Attitude Adjustment Stick





BY MARK HINCHLIFFE

How riders should deal with a tailgater

Almost every rider will have experienced a tailgater following way too close

Why does this happen?

It's probably for the same reason that drivers pull out in front of you - they just don't seem to see motorcycles.

There is something about the size of the bike that makes drivers perceive them as further away.

Drivers tend to stay a long way back from a truck because of its size, but they don't realise how close they are to much smaller motorcycles.

Ok, there are some tailgaters who are just jerks and are trying to intimidate you because they want to pass or they are offended by something you've done such as (legally) filtering through the traffic to get in from of them.

I'm extra sensitive to tailgaters because I've been run over - albeit by

another rider - so I have developed these options to prevent or deal with a tailgater:

1 COURTESY

A bit of courtesy can avoid road-rage tailgating. Don't tailgate others and they may not return the "favour". (Besides, bikes can't brake as quickly as some cars!)

When you pass vehicles, don't quickly whip across in front of them. Leave a gap and maybe give them a short wave to thank them for letting you in front.

2 RUDE GESTURES

It's very tempting, but don't do it! I've tried rude gestures and yelling abuse, and it just inflames the situation.

If they are accidentally following too closely, try a simple waving gesture to move them back followed by a thumbs-up gesture if they comply.

However, if they are in road-rage mode, it will only make them more aggressive.

3 GET AWAY

Use the acceleration and manoeuvring abilities of

your bike to pass the vehicle in front and put another vehicle between you and the tailgater as a buffer.

This may only be a temporary measure, though, as the tailgater may also pass that vehicle.

4 DON'T SPEED UP

Don't try to put some distance between you and the tailgater as it may mean you are speeding, or you are now tailgating the vehicle in front.

In fact, you should increase your distance to the vehicle in front in case you do get rammed from the rear as that will give you more room to manoeuvre your bike to safety.

Also, speeding up may just invite the tailgater to also speed up.

5 PREPARE AN ESCAPE

If you're in heavy traffic and you feel you may be hit from behind, plan an escape route off to the side of the road or through the lanes of traffic to avoid the situation.

That's one of the reasons why lane filtering has been

legalised in some states. It gives you an escape route to avoid tailgaters and rear-enders.

But remember, it can also cause road rage which leads to tailgating.

6 WAVE THEM PAST

If you want them to pass, give them a signal by waving them through.

But hold your lane. Let them go around you.

And don't slow down to ridiculously speeds, as that will hold up traffic and make more drivers frustrated.

7 TAP BRAKES

You may not realise it, but you probably don't use the brakes very often to adjust your speed.

Most riders use their gears and engine compression to slow down.

This means drivers behind you can't tell you're slowing as there is no brake light signal, so they get closer to your rear wheel.

You need to give them a signal to alert them to you.

Try gently tapping the brakes a few times so the

brake light flashes and catches the attention of those behind you.

Just squeeze the brake lever enough to activate the brake light, rather than actually activating the brakes.

The last thing you want to do is slow down more as that will make the situation worse.

8 WEAVE

Another way to grab their attention is to weave a little in your lane.

Nothing too dramatic, but maybe switch from one wheel track to another.

However, don't stay in the kerbside wheel track too long or it may be seen as an invitation to the driver to dangerously squeeze through the lane past you.

9 BE AWARE

Don't get paranoid about the tailgater and spend all your time looking in the rearview mirrors or over your shoulder.

That could lead to you crashing into something in front of you through inattention.

10 PULL OVER

If the tailgater is persistent, why not pull over?

Most times we are not in a hurry to get somewhere, but just enjoying the ride and the scenery.

So pulling over won't make much difference and you can enjoy the scenery a little more.

Pull over and admire the view

If you are on your way to work, pulling over for just 30 seconds won't make much difference to your arrival time yet it will allow the offending tailgater to get a long way in front.

Tailgating can be a nerve-wracking experience.

It may leave you angry, with a raised heart rate and/or a feeling of nervousness, all of which can affect your riding ability.

Now that you've pulled over, take some time to soak up the scenery and calm down.



Coordinators' Report by

SUGAR

Editor's Note:

Thanks go to Kim for providing the great photos that I'm using for these newsletters. They make all the difference.

Cheers too, to Mac, for providing the Harley-Davidson Story on the adjacent page.

It's your contributions that make the newsletter worth the read! Please contribute anything that's bike related, new or old.

History Harley

In 1901, 20-year-old William S. Harley drew up plans for a small engine with a displacement of 7.07 cubic inches (116 cc) and four-inch (102 mm) flywheels. The engine was designed for use in a regular pedal-bicycle frame. Over the next two years, Harley and his childhood friend Arthur Davidson worked on their motor-bicycle using the northside Milwaukee machine shop at the home of their friend, Henry Melk. It was finished in 1903 with the help of Arthur's brother, Walter Davidson. Upon testing their power-cycle, Harley, and the Davidson brothers found it unable to climb the hills around Milwaukee without pedal assistance. They quickly wrote off their first motor-bicycle as a valuable learning experiment.



Harley History

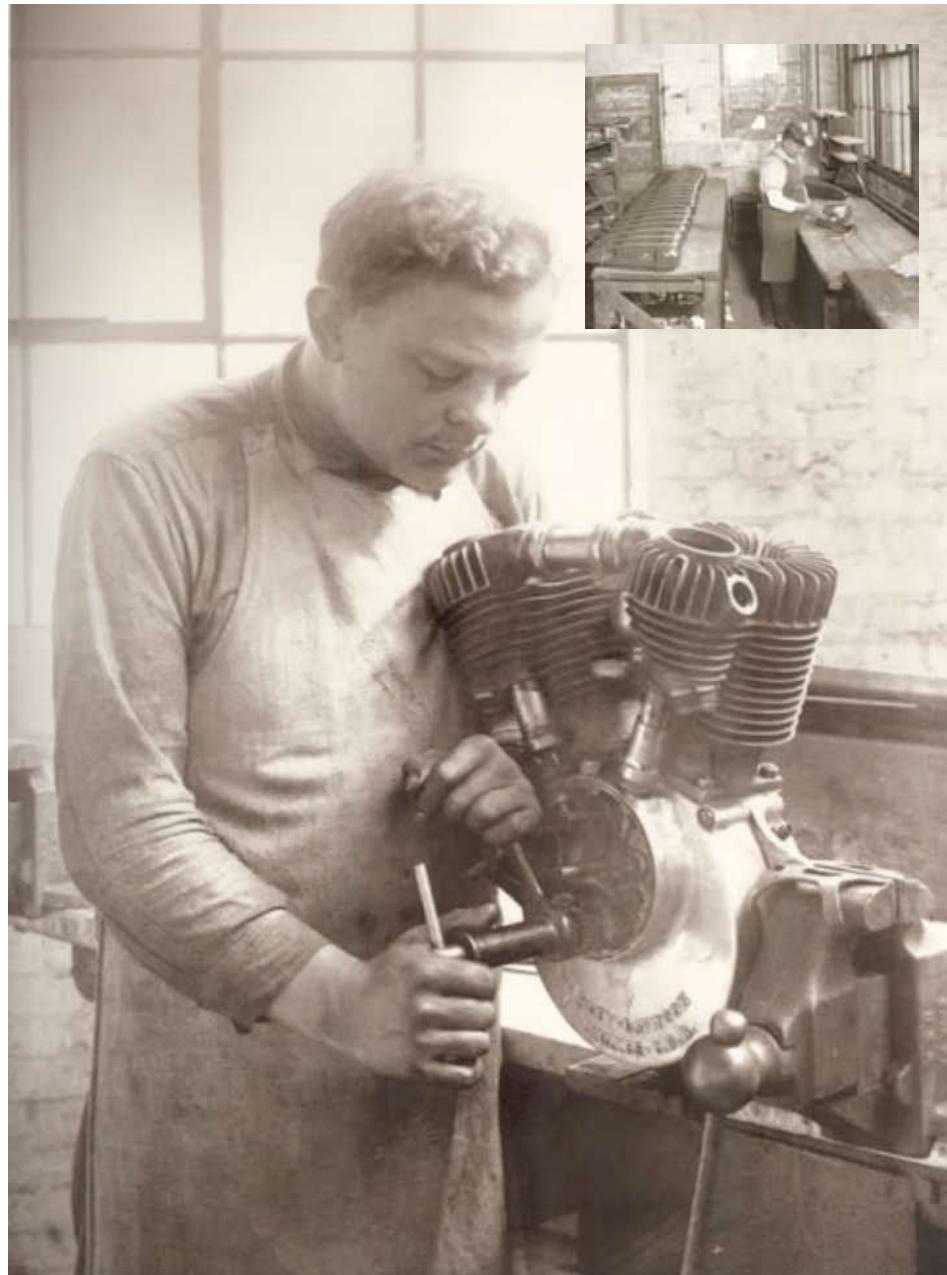
Work immediately began on a new and improved second-generation machine. This first “real” Harley-Davidson motorcycle had a bigger engine of 24.74 cubic inches (405 cc) with 9.75 inches (25 cm) flywheels weighing 28 lb (13 kg). The machine’s advanced loop-frame pattern was similar to the 1903 Milwaukee Merkel motorcycle (designed by Joseph Merkel, later of Flying Merkel fame). The bigger engine and loop-frame design took it out of the motorized bicycle category and marked the path to future motorcycle designs. The boys also received help with their bigger engine from outboard motor pioneer Ole Evinrude, who was then building gas engines of his own design for automotive use on Milwaukee’s Lake Street.

The prototype of the new loop-frame Harley-Davidson was assembled in a 10 ft × 15 ft (3.0 m × 4.6 m) shed in the Davidson family backyard. Most of the major parts, however, were made elsewhere, including some probably fabricated at the West Milwaukee railshops where oldest brother William A. Davidson was then toolroom foreman. This prototype machine was functional by September 8, 1904, when it competed in a Milwaukee motorcycle race held at State Fair Park. It was ridden by Edward Hildebrand and placed fourth. This is the first documented appearance of a Harley-Davidson motorcycle in the historical record.

In January 1905, small advertisements were placed in the Automobile and Cycle Trade Journal offering bare Harley-Davidson engines to the do-it-yourself trade. By April, complete motorcycles were in production on a very limited basis. That year, the first Harley-Davidson dealer, Carl H. Lang of Chicago, sold three bikes from the five built in the Davidson backyard shed. Years later the original shed was taken to the Juneau Avenue factory where it would stand for many decades as a tribute to the Motor Company’s humble origins until it was accidentally destroyed by contractors cleaning the factory yard in the early 1970s.

In 1906, Harley and the Davidson brothers built their first factory on Chestnut Street (later Juneau Avenue), at the current location of Harley-Davidson’s corporate headquarters. The first Juneau Avenue plant was a

and additions of Milwaukee pale yellow (“cream”) brick. With the new facilities, production increased to 150 motorcycles in 1907. The company was officially incorporated that September. They also began



40 ft × 60 ft (12 m × 18 m) single-story wooden structure. The company produced about 50 motorcycles that year.

In 1907, William S. Harley graduated from the University of Wisconsin–Madison with a degree in mechanical engineering. That year additional factory expansion came with a second floor and later with facings

selling their motorcycles to police departments around this time, a market that has been important to them ever since.

Production in 1905 and 1906 were all single-cylinder models with 26.84 cubic inches (440 cc) engines. In February 1907, a prototype model with a 45-degree V-Twin engine was displayed at the Chicago Automobile

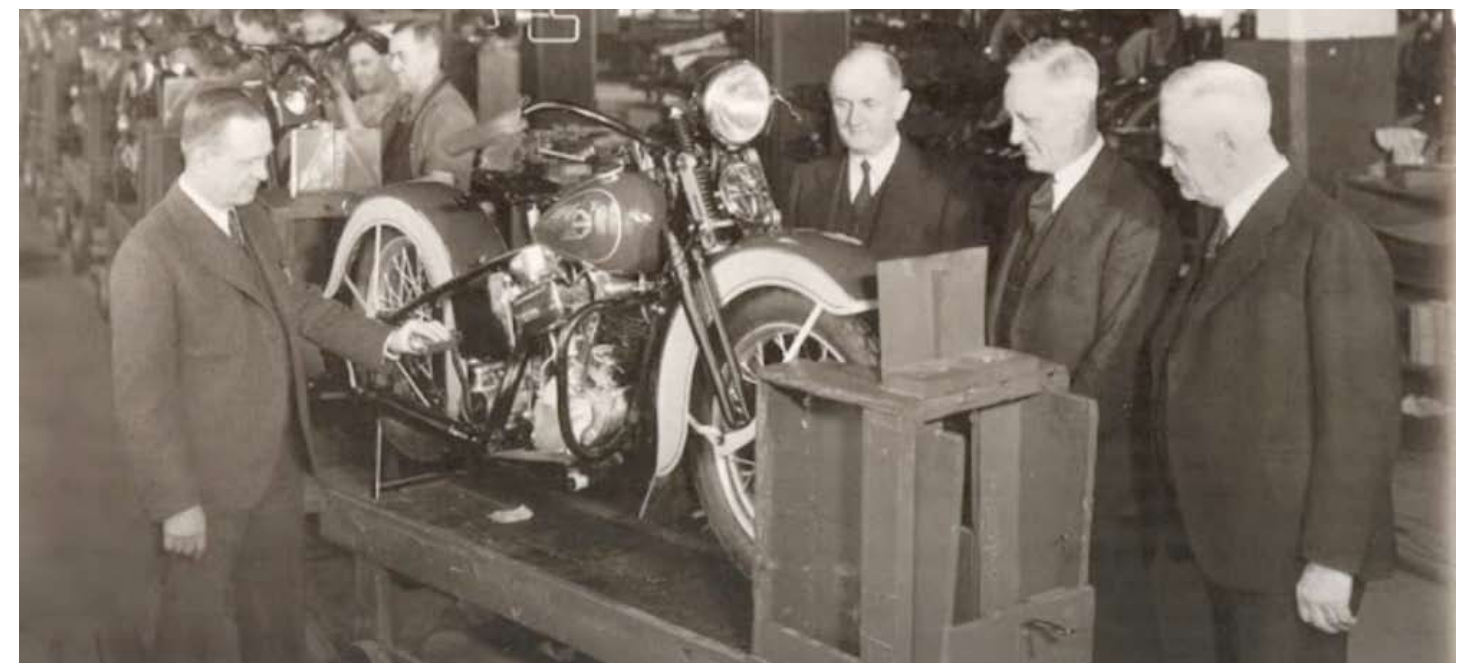
Show. Although shown and advertised, very few V-Twin models were built between 1907 and 1910. These first V-Twins displaced 53.68 cubic inches (880 cc) and produced about 7 horsepower (5.2 kW). This gave about double the power of the first singles. Top speed was about 60 mph (100 km/h). Production jumped from 450 motorcycles in 1908 to 1,149 machines in 1909

Harley-Davidson launched a line of bicycles in 1917 in hopes of recruiting customers for its motorcycles. Besides the traditional diamond frame men’s bicycle, models included a step-through frame 3-18 “Ladies Standard” and a 5-17 “Boy Scout” for youth. The effort was discontinued in 1923 because of disappointing sales.

The bicycles were built for Harley-Davidson in Dayton, Ohio, by the Davis Machine Company from 1917 to 1921, when Davis stopped manufacturing bicycles

By 1920, Harley-Davidson was the largest motorcycle manufacturer in the world, with 28,189 machines produced, and dealers in 67 countries.

Harley-Davidson offers factory tours at four of its manufacturing sites, and the Harley-Davidson Museum, which opened in 2008, exhibits Harley-Davidson’s history, culture, and vehicles, including the motor company’s corporate archives.



THE T-SHIRT RIDE



Obviously, this wasn't a club ride, but just an excuse for a ride to retrieve a T-shirt that I had left there a couple of weeks ago.

We met up at Mackers at Goodna and headed off soon after 7. There was Jak...Me...Ynot...and Kim.

It was nice and cool with a bit of cloud cover, and just a hint of a very light shower...or maybe it was fog...or low cloud....or smog (there's a story there)..lol

First bum break was at Esk, but because the pub wasn't open then, we went to the bakery for a coffee, then off to Nanango for another rest. By the time we got to Kingaroy and quickly picked up my T-Shirt, we topped up with fuel then started home. We were going to have lunch at the pub in Yarraman, but they don't do lunches on Monday...apparently, so we left our drinks on the table and wandered over the road to the bakery there, and bought a pie instead.

Jak suggested coming home via Kilcoy and down the highway as there had been a fair bit of roadwork's on the other track, but we still managed to get roadwork's anyway.

Last stop was at the twin BP's for another coffee and a chat then off home in our different directions.

It ended up being a nice ride without any dramas.

Cheers, Steiny

"A man has got to know his limitations"

WEST RIDE

Sunday 6th March 2016



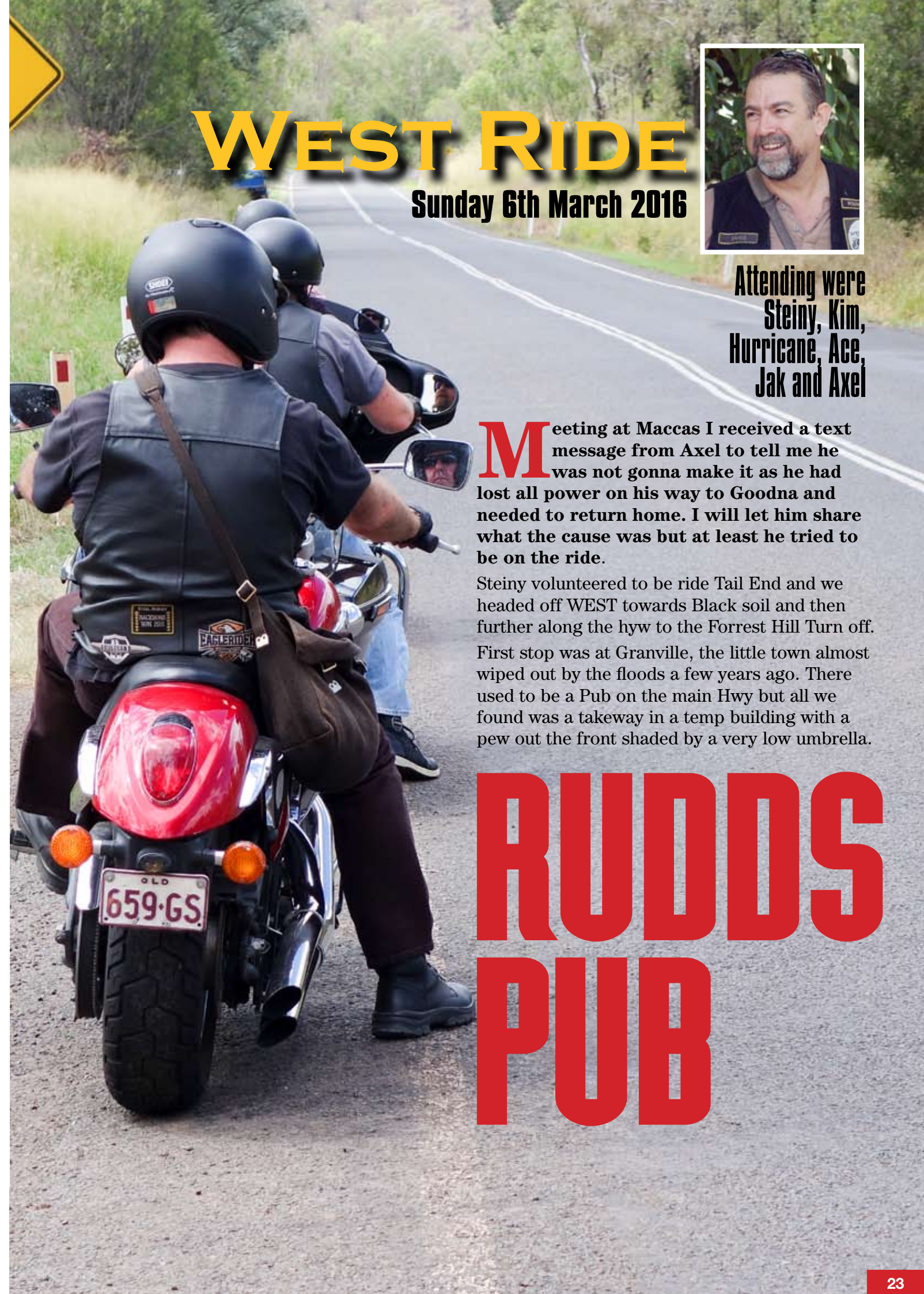
Attending were
Steiny, Kim,
Hurricane, Ace,
Jak and Axel

Meeting at Maccas I received a text message from Axel to tell me he was not gonna make it as he had lost all power on his way to Goodna and needed to return home. I will let him share what the cause was but at least he tried to be on the ride.

Steiny volunteered to be ride Tail End and we headed off WEST towards Black soil and then further along the hwy to the Forrest Hill Turn off.

First stop was at Granville, the little town almost wiped out by the floods a few years ago. There used to be a Pub on the main Hwy but all we found was a takeaway in a temp building with a pew out the front shaded by a very low umbrella.

RUDDS PUB





I thought no problem at least it is open not like the North rides where we arrive and the doors are locked!

After a short stop we headed up the range towards Toowoomba via some back roads with getting lost or hitting unsealed surfaces, all of which was due to my excellent planning and preparation.

We reached Toowoomba and I was LOST, seriously no idea of the direction to take but there was no way I was telling the crew and coping the payouts that I would suffer so I took a turn and followed my nose. It all worked out really well as I stumbled across the main road out of Toowoomba going South without too many twist and turns.

About 5 km out of Toowoomba I stopped to fuel up as I knew that the ride from that spot



via Rudd's Pub was a hundred plus kms without any Fuel stops. I advised the others and most chose to continue without topping up.

After filling the tank we headed towards Rudd's Pub via some very nice sealed roads that if you stayed on long enough would take you to Leyburn and then eventually Texas.

We reached Rudd's a little early at about 11.45am after some awesome breakouts by 3 members of the group who shall remain anonymous. Needless to say that Steiny, Kim and I did not participate in these!

At Rudd's Pub we stopped for Lunch and the food was as



always very good. Steiny ordered a steak without the trimmings but in his words "MAKE IT LARGE"...it was.

Before we left we met a couple of older riders having a drink on the Pub veranda who said Giddy and said they likes Steiny's bike. It turns out the older of the 2 riders was actually 90 years of age and he had just ridden to Nobby with his mate from Brisbane that morning. There is hope for us yet!

On leaving the Nobby we headed

onto the Toowoomba / Warwick highway south and then turned towards Ma Ma Creek. The road surface was reasonable but a little rough in places. This road also contains some turns that are very tight so we did not take any silly speeds on this stretch.

After about an hour we reached Gatton and then Forrest Hill where we stopped for a drink. At this time Hurricane went searching for fuel as he was running low. TYPICAL I thought nobody listened when I advised then to fuel up and now they need fuel...well I did not really think this but it sounds good for this report!

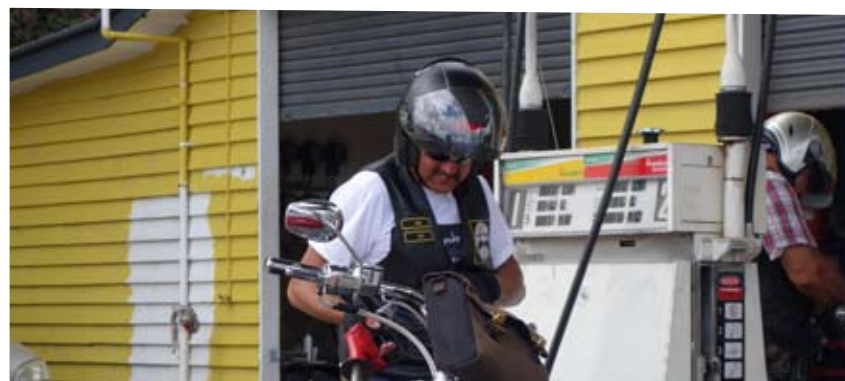
Hurricane could not find a local fuel station so when he returned to the Pub we mounted up and headed into Laidley where we stopped for fuel. There was none they had sold out! Well I put down the kick stand of my Bike so I did not drop it from laughing and once



I had gathered myself we rode to Rosewood where the Fuel station was open.
After fuelling up we said our final goodbyes and we rode

together back past the Walloon Saloon and then onto the Toowoomba / Brisbane HWY, through Black soil and then onto the Ipswich motorway without incident.

Everyone went their own way once we reached the motorway. A good day and a good ride with good company...
See YA on the next one!
Sarge



Quote of the Month

**“Keep your bike
in good repair:
Motorcycle
boots are not
comfortable
for walking”**



A little old lady had always wanted to join a local biker club. One day she goes up and knocks on the door. A big, hairy, bearded biker with tattoos all over his arms answers.

She proclaims, "I want to join your club."

The guy was amused, but says she needs to meet certain biker requirements in order to join.

The biker asks: "Do you have a motorcycle?"

The little old lady replies: "Yep... my bike's parked over there", and points to a Harley in the driveway.

The biker asks: "Do you drink?"

The little old lady replies: "Yep... drink like a fish. I'll drink any man in your club under the table."

The biker asks: "Do you smoke?"

The lady replies: "Yep... smoke like a chimney. At least 4 packs of cigarettes a day. I'm shooting pool."

Very impressed the biker asks: "Last question, have you ever been picked up by the fuzz?"

The old lady thinks for a minute and says: Nope, ... but I've been swung around by my nipples a few times."

The professor was lecturing about "Involuntary Muscle Contractions" when he noticed no one paying attention.

Angrily, he asked a girl on the front row, "Young lady, do you have any idea what your asshole is doing while you are having an orgasm"?

"Why yes", she answered. "He is usually out in the garage polishing his Harley".

A woman walks into her doctor's office; scared of the strange development recently to the inside of her thighs...a green colored area has appeared on the inside of each. The color won't wash off, won't scrape off, and they seem to be getting larger each day.

The doctor assures her he'll get to the bottom of this, and that she needn't worry until tests come back. He sends her home.

A few days later, the woman's phone rings. Much to her relief, it's the doctor. She immediately begs to know what's going on with these spots?

"You're perfectly healthy--there's no problem. But I'm wondering: is your husband a Harley guy?" the doctor asks.

"Yes - how did you know?"

"Tell him his earrings aren't real gold"

A biker stops by the local Harley Shop to have his bike fixed. They couldn't do it while he waited, so he said he didn't live far and would just walk home. On the way home he stopped at the hardware store and bought a bucket and an anvil. He stopped by the feed store/livestock dealer and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem: how to carry all of his purchases home. While he is scratching his head he was approached by a little old lady who told him she was lost. She asked, "Can you tell me how to get to 1603 Mockingbird Lane?" The biker said, "Well, as a matter of fact, I live at 1616 Mockingbird Lane. I would walk you home but I can't carry this lot." The old lady suggested, "Why don't you put the anvil in the bucket, carry the bucket in one hand, put a chicken under each arm and carry the goose in the other hand?" "Why thank you very much," he said and proceeded to walk the old girl home.

On the way he says, "Let's take my shortcut and go down this alley. We'll be there in no time." The little old lady looked him over cautiously then said, "I am a lonely widow without a husband to defend me. How do I know that when we get in the alley you won't hold me up against the wall, pull up my skirt, and ravish me?"

The biker said, "Holy smokes lady! I am carrying a bucket, an anvil, two chickens and a goose. How in the world could I possibly hold you up against the wall and do that?" The lady replied, "Set the goose down, cover him with the bucket, put the anvil on top of the bucket and I'll hold the chickens."

Dear Abby,

I'm really worried.

I've been afraid my wife has been fooling around on me, so I hid behind the shop the other night when I saw her getting out of some one else's truck buttoning her shirt.

I squatted down behind my bike as she pulled her panties out of her purse and put them on.

As I hid behind my bike I noticed the swing arm was cracked.

Do you think I can weld it or do I need to replace it??