

STEEL HORSES

April 2016 • VOL 7, ISSUE 4



**The Ride
Reports**

**Sarge's
Slant**

**Sugar's
Report**

**Bikers
and
Tourism**



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



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Jak and Steiny

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.**

Web: www.steelhorses.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.

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



Regular Stuff

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April 2016

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Sarge's Slant

Getting Left Behind...

I wanted to offer a perspective on how riders find themselves 'left behind' on some rides.

In the larger groups it is very easy for Riders to loose site of the pack as we are riding the roads of SE Qld.

There are a number of reasons for this :

1. Traffic. Riders get caught behind slower vehicles.
 - a. In these circumstances it is the ride Captains responsibility to slow the ride down so that these riders can catch up or pass the slower traffic in a spot where it is reasonable and safe for the whole group to get around.
 - b. The rider in front of the caught rider/s can assist by indicating if the way ahead is safe for the riders behind to get around the blocking vehicle. This comes with a heavy responsibility on the front rider to ensure that the correct information is given to the following riders. YOU don't want to place your mates in a sticky situation. Also respect the following riders right to choose not to cross unless they think it is safe to do so.
2. Following riders insist on riding below the posted speed limit.
 - a. In these circumstances we do not want anyone riding too fast for their own capabilities or confidence. If the rider is constantly falling behind because they are riding too slow and below the speed limit then the ride pack will continue without them (including the tail end Charlie) and meet up at the next agreed stop.
 - b. It is destructive to a ride when a slow rider dictates the ride and more experienced riders find this frustrating and unenjoyable.
 - c. If this happens consistently across

a number of rides it has been my experience that the ride time is extended by hours and that riders vote with their bikes and don't attend the rides.

3. Riders can also get left behind if the rides leaders are going too fast.
 - a. Ride leaders need to stay within + / - 10% of the posted speed limit!
 - b. Following rides have a responsibility to twist the throttle reasonably to keep pace with the bigger group. Keeping in mind we do not want anyone coming off because they are riding too fast for their own skill and comfort then number 2a applies.
 - c. Ride leaders can hand over the lead to another Steel Horse member if they want to breakout a little. Personal choice of course.
4. Riders fall behind due to the fact that the leading group are doing the speed limit but they are taking the corners at this speed and also reaching the posted speed limit as soon as they pass the speed sign. This normally results in riders behind thinking that the ride is speeding when in fact thy are following the speed limit but rarely dropping below it. If you slow down for a corner and the pack does not you will come out of that corner 200 meters behind the pack you followed into it.
 - a. 2a applies if this happens consistently
5. In summary Ride Captains have a responsibility to conduct a ride that is safe and within the Law while the riders behind have a responsibility to use their throttles if the ride leaders is not exceeding the speed limits of conditions of the roads.

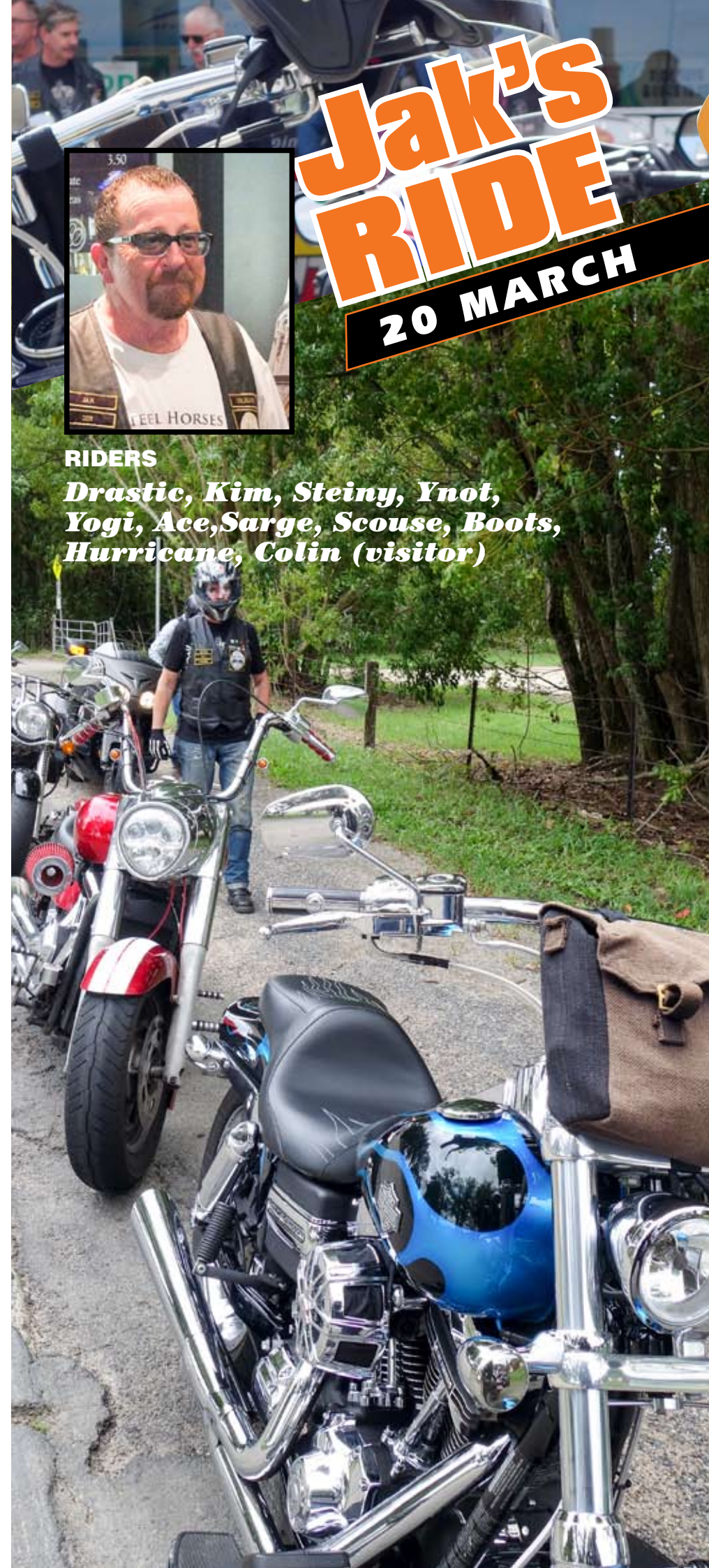
Have fun out there!

Sarge



RIDERS

Drastic, Kim, Steiny, Ynot, Yogi, Ace, Sarge, Scouse, Boots, Hurricane, Colin (visitor)



Jak's RIDE

20 MARCH



I arrived at Yatala to be greeted by Yogi sitting near his now traditional borrowed Victory (this one looking more like a motorcycle than the last monstrosity he bought on a ride.) People started rolling in, including Col on his Fat Bob, that I had invited. By the time we left there were 12 riders including myself which is a great turnout.

The skys were cloudy as we headed off to Advancetown via Mt Tamborine and the Goat track.





Ynot had things to do so left the ride from Advancetown. After a refreshing drink at Advancetown we went through Gilston, Mt Tomewin and Murwillumbah on the way to lunch at Tyalgum. When Yogi

and Steiny arrived they said that on Mt Tomewin they had a close call with a ute coming around the corner sideways over their side of the road. Luckily they avoided the dickhead but it is another reminder of how

careful we have to be. Yogi left Tyalgum without having lunch (maybe to empty his undies). The rest of us had a pleasant lunch stop then headed off looking at Mt Warning which had cloud about

half way down it. We were all sure we would get some rain, but there was not a drop and by the time we reached the goodbye stop, at Coomera, the sun was shining and hardly a cloud could be seen.

The rest headed off and Colin, Steiny, Kim, Hurricane and I had a coffee before heading departing. Thanks to all that came, it was a great day, made so much better

by the awesome number of riders attending. Cheers
Jak



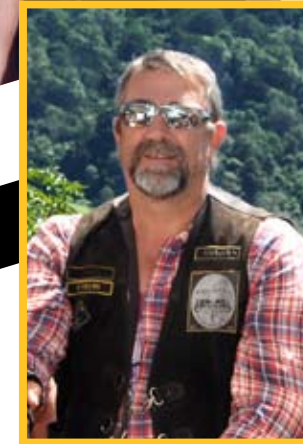


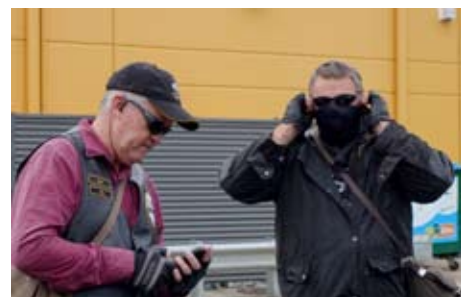
**Jak's
RIDE**



**Sarge's
Ride**

27 MARCH





It was a fantastic day and I was joined by 8 club members and 2 visitors for an exciting days riding on the North side.

After the usual morning banter over a cup of coffee we headed north up the highway to the Caboolture turn off. From there we took Beerburrum Road before turning on to Old Gympie at Elimbah.

Members

2. Boots
3. Sarge
4. ACE
5. Specs
6. Kim
7. JAK
8. Rick

Visitors

9. Steve Thomas
0427196945
10. Cliff
0415196316



Hurricane's RIDE

We then wound our way through the forest to the Woodford - Beerburrum turn off, turned left and then zigzagged up the hill through Peachester; before turning right onto Bald Knob Road. This route took us up towards Maleny and is a great little run though the lush farmlands overlooking the Glasshouse Mountains. Then it was back down the hill towards Landsborough before taking another leftie and heading off towards Palmwoods and our first stop at Ricks café. I am sure if I could read minds most of the riders would have been thinking 'where the fuck is he going', and some later admitted this. But to my surprise we arrived at our intended stop as planned, lucky!



After refreshments Sarge left us for home and the rest of us continued up the hill and out through Maleny. We then travelled the backway to Woodford and then onto Kilcoy for lunch, this route is also a ride I never get sick of and a few other riders commented the same thing. Lunch was at the Stanley Hotel where we discovered they had a range of delicious \$10 lunch specials, a few of us had the burger and chips and for \$10 bucks it was great value.

After lunch, Spec's left us

and headed off around the lake towards Ipswich, the main group travelled back to Woodford and took the Mt Mee turn off. We encountered a bit of Easter traffic but we managed to stay together as much as possible, which always makes the ride more enjoyable. We said our good buys at the bottom of the hill (Dayboro) and went off in our different directions. It was a great day, great ride with great blokes, what more can I say another great north ride!

Hurricane





Hurricane's RIDE



Jak's Ride

10 APRIL

Members
Yogi, Mac, Mac, Ynot, Me, Sarge, Boots, Drastic

Visitors
Shane & Angela Andy & Shelley





Sunday the 10th of April turned out a beautiful day despite weather predictions of showers. The members listed above gathered at the meeting point and met Andy (a friend of Mac's) and his partner



Shelley. As we waited we were approached by Shane who was waiting for another group and as they didn't show he and his partner Angela also came for a ride with us. Lucky J was going to come but had a problem with

a valve stem. It was unfortunate Lucky was not there as he would have bolstered the Kiwi contingent which included myself, Boots, Shane, Andy and Shelley. We headed out through



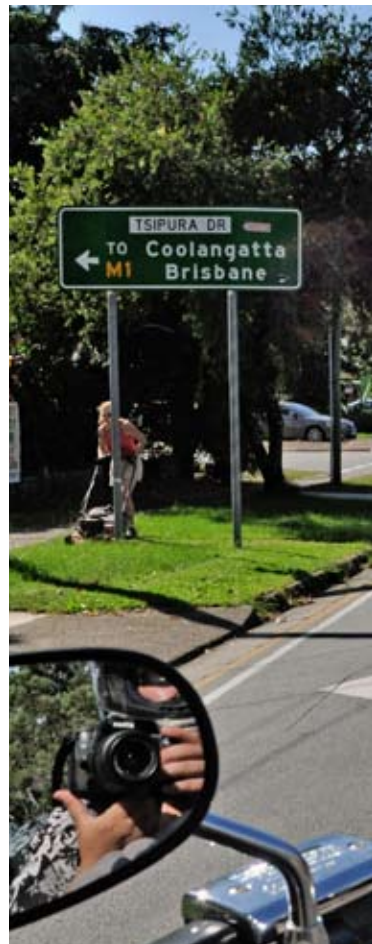
Beenleigh and Logan Village to Canungra and over the goat track to the first stop at St Bernard's hotel which has awesome views out to the Gold Coast. Next we went out through the Numinbah Valley to

Uki for lunch. The Uki hotel has recently been rebuilt after being burned down a couple of years ago. They have kept the style, good service and value meals they previously had.





After lunch we came to our farewell stop at Coomera via Murwillumbah and the Mt Tomewin Rd.... a particular favourite of mine. We said our goodbyes and some of us stopped for a coffee then headed home. Another great day out with old friends and new ones.
Cheers
Jak



Sarge's Ride

17 APRIL



The modified part North 3 Mountains Ride Run – ‘The Gauntlet’

The evening before the ride I looked at Facebook and read a report that there was a Police blitz on Mt Mee scheduled for this weekend. Hmmmm there goes the fun I thought but fuk it we are going to do this anyway. So Sunday morning I checked the Bike to make sure it was as legal as it could be and headed off to Goodna Coffee Club. I arrived about 8am and there was no one in site so I ordered a Coffee and sat waiting for about 10 minutes thinking that everyone had read the same message re the Police and no one was gonna show up. WRONG along comes Steiny and Kim as soon as that thought entered my head.

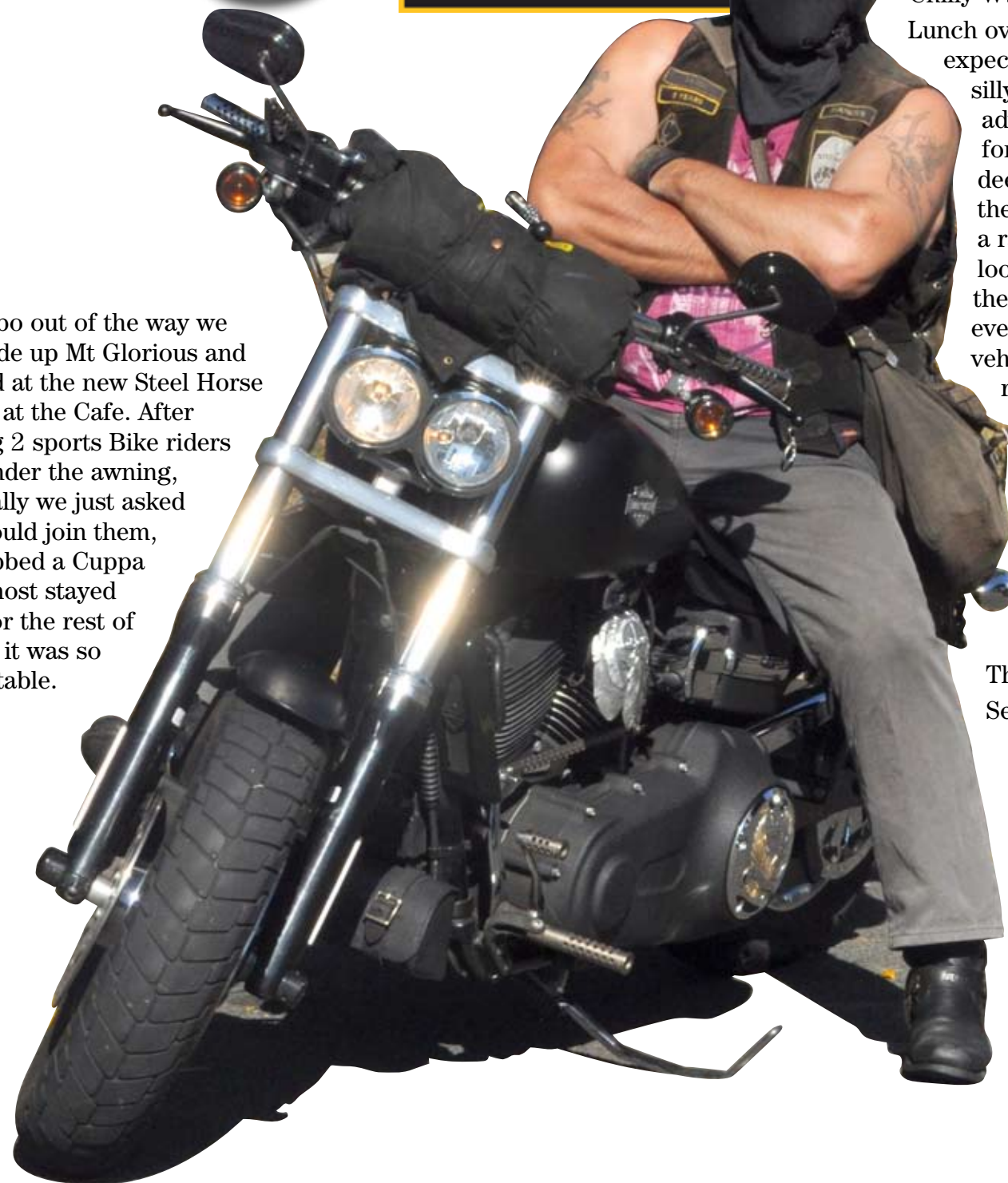
After a bit of a laugh we headed down to Maccas and met Jak and Boot and Hurricane all ready to take on the world, well maybe not but eager for a ride. After getting detailed instructions from Boots on the

Western Freeway and the route to waterworks Road. That left my head as soon as the words were uttered we headed off for Mt Nebo. Boots graciously lead from behind until we reached the Toowong cemetery and then lead us to Waterworks Road (thanks Mate).

We road towards Mt Nebo and I counted 2 Police vehicles before we even reached the 1st Mountain, here we go I thought while checking the speedo that does not normally get a lot of reference during a ride.

Mt Nebo was blocked with tourist traffic and we got caught behind a few vehicles that were doing far less than the currently reduced speed limit on this Mountain. With a single line that cannot be crossed we patiently waited for the very few and short broken lines to go around these pain in the Arse Rubber neckers!

Mt Neebo out of the way we then rode up Mt Glorious and stopped at the new Steel Horse awning at the Cafe. After evicting 2 sports Bike riders from under the awning, well really we just asked if we could join them, we grabbed a Cuppa and almost stayed there for the rest of the day it was so comfortable.



However after a lively debate between Hurricane and Steiny on the value of WHSO in the workplace we headed off down to Splyard Creek and then towards Kilcoy for Lunch. We passed only a single Police vehicle on the road and as I was sweating on the speed no issues were experienced.

Lunch at Kilcoy was pleasant but I was worried about Hurricane, Jak and Kim who ordered chili WILLY Burgers and when they came out they were so BIG that I was certain they could not get their mouths around them. No need to worry as they had chewed on these before and had no problems, WHEW! Practice getting your mouth around a Chilly W... makes perfect I thought! LOL

Lunch over we headed off for the dreaded Mt Mee expecting the worse and at least 1 ticket for being silly enough to ride a motorcycle during an advertised Police Blitz. Boots headed straight for the Highway while the rest of us breathed deep and rode towards Mt Mee. Just before the ride started up the mountain we passed a radar Police who took a long and careful look at us but let us go through. We then rode the mountain at the speed limit and following every rule much to my dismay not ONE Police vehicle or Radar Van was to be seen and we reached Dayboro without incident.

I stopped at the Dayboro Pub for a pit stop and to clear my head as I had spent the whole ride looking at my Speedo and very little time looking at anything else and I had a headache.

The lads stopped at Samford for a Coffee and I headed home as I needed to get a Panadol and mow the Grass.

The ride was awesome as was the company. See ya on the next ONE, Sarge.

“Footnote.....

As we were adding into Kilcoy we were passed by Mac going in the other direction. On arrival at the Hotel for lunch Mac joined us. I suspect he was checking on me intruding onto the North territory but he says it was only for lunch and to join us on the remainder of the ride. Either way it was good to see him. I did notice that the sporty seemed to have a lot more power and lifted the front wheel every gear change musta been that dyno tune!”

Motorcycle tourism a \$350m business

BY MARK HINCHLIFFEIN MOTORBIKE NEWS



Motorcycle riders account for about 1% of Australian tourism which is worth about \$350 million annually to the economy, according to the Australian Bureau of Statistics.

And that doesn't even include the multi-million-dollar costs of buying an hiring motorbikes, petrol and accessories.

A report in the Australian Financial Review says the booming motorcycle tourism industry is dominated by domestic intra-state bikers taking short, weekend rides into rural areas and staying in country hotels.

"Others do longer inter-state trips through classic touring country such as coastal and alpine roads. Then there's the motorbike tourists who tour for several weeks or months, either in a tour group or by hiring bikes and self-guiding," the report says.

And it says the industry is booming with motorcycle registrations up 22.3% since 2010, twice the growth rate for cars (10.4%).

It's no news to motorcyclists, though.

Our patronage of regional Australia is vital to the existence of many rural towns.

At the launch in 2013 of Texas as the first Motorcycle Friendly Town in mainland Australia, then Queensland Government minister Lawrence Springborg said biker tourists were mainly

mature-aged riders whose numbers had tripled in the past decade.

"People are buying bikes in retirement and couples are getting out together," he says. "These bike tourist are people with a bit of money to spend. They buy expensive bikes."

He also said they spend an average of \$120 a day when they're on the road.

"Grey nomads are very important (to local economies) but they are more self-sufficient. These guys (bikers) stay in local accommodation and have to buy all their meals.

"A few dozen people per week makes a difference to a local community. There is a multiplier effect. It becomes infectious."

He also pointed out that it was not just an economic benefit but motorcycle clubs also did a great deal of charity work in local communities.

It is ironic that less than four months later, his government introduced the so-called anti-bikie VLAD Laws which Australian Motorcycle Business Chamber Travis Windsor estimated had cost the motorcycle and tourism industry in Queensland \$5m a week in lost trade as riders stayed home in droves.

Meanwhile, the Victorian Government's Motorcycle Tourism Strategy 2013-2016 says "motorcycle tourism has the potential to make an

important contribution to the Victorian economy, particularly in regional areas. Motorcycling is the fastest growing road user sector."

The Financial Review says "motorcyclists pump money into an economy because they are independent travellers, likely to make spur-of-the-moment decisions and pay the full rates".

Longtime motorcycle tour guide Peter Colwell says motorcycle tourists not only have an economic impact, but also a "positive mental affect" on rural communities.

"People come out of the woodwork to talk to us, celebrities even, where are we going, how far, etc, etc. This has a positive mental effect on everyone," he says.

"On the tours I have done, I can often feel the good vibes left behind when we move on. In Africa it might be from a chat with a pump jockey kid who is rarely spoken to by anyone, yet when you do chat to him, you will get the biggest smile you have ever seen. You make his day.

"I always say that we can never know where intangible positive actions start and finish. But I do know that there is nothing like a group of dusty bikers on dirty KTMs in a small remote town to lift the spirits of all those they come in contact with.

"Enthusiasm is infectious. And who knows where it ends?"

Coordinators' Report

APRIL 2016

Hi All

The raffle this month has been donated by Drastic.

Good to see a good turnout of member for the weekend riders the last couple of months.

Averaging 8/9 Bikes per ride is really good. Credit and Thanks to the Ride captains for producing awesome rides that encourages members to attend. Anything that is fun and happy you tend to want to do over and over again!

We need to know numbers for the AGM so that final arrangements for room and meals can be made. All members should have a good idea by now if you can be there so please let us know.

We are still looking for someone to lead 2 West rides while Sarge is away in the US having fun. The ride on the Calendar can be modified for these 2 rides if needed.

By for now

