

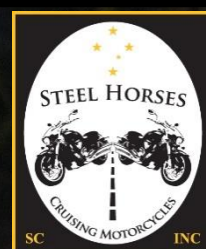
STEEL HORSES

Official Newsletter of the Steel Horses Cruising Motorcycle Social Club Inc.

MAY & JUNE 2016

VOL 7, ISSUE 5

Anzac Day Dawn Service
at the VV&V MC.



The state of VLAD.

Group motorcycle rides are banned!

Ride Reports:
read about what you did
and where you went!

The law and wide handlebars.



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Monthly Meetings:

Steel Horses Cruising Motorcycles Social Club Inc meets every 3rd Tuesday at: Lord Stanley Hotel, East Brisbane, at 7.30 pm. Lord Stanley Hotel is at the intersection of Didsbury St, and Stanley St East, East Brisbane.

Website:

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 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.



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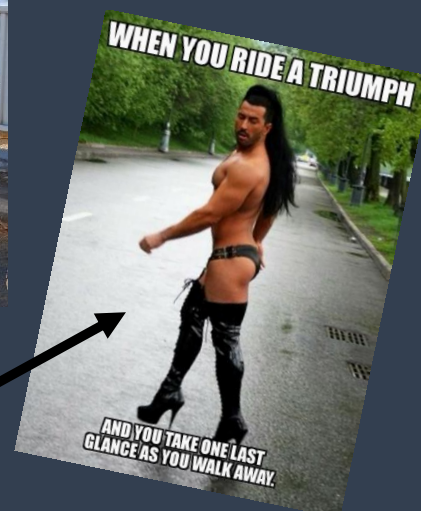
Hmmm ... This feels good!
Maybe I should've bought
one of these beasts!



Mac's favourite drink!



A photo that Boots found!





The Ride Report for the North Ride on Sunday 24th April 2016 has gone AWOL; but here are some ride photos from the day. It was a great ride!





Anzac Day Dawn Service Report and breakfast at Andy's & Shelley's place afterwards.

Hi all,

Well, once again we had our annual pilgrimage to the Vietnam Veterans Bunker to show our respect for all servicemen, both past and present, at the Anzac day dawn service.

We had Barney, Boots, Grumpy, Jak, Kim, Mac, Mayhem, Steiny, Ynot, Andy, Shelley, Sam and Rusty.

I was once again given the honour of laying a wreath on behalf of our club, and, as always, it was a moving ceremony. There seemed to be a bigger turnout this year, although some dispute that, and there seemed to be a lot less wreaths to lay, which helped to speed up the ceremony somewhat.

Kim and Shelly were there with their cameras flashing away madly and I'm sure there is something wrong with Kim's lens, because in every bloody photo I've got more "chins" than a Hong Kong phone book!

Anyone who was at the last meeting will know that Andy and Shelly (for those who don't know: Andy and Shelly have been visitors on a number of rides) volunteered their place for the BBQ breakfast after the dawn service.

Pyro and Phoenix happened to be there on their own undertaking, and our members were chatting with them, and invited them to come along too. They were hesitant at first, but were eventually convinced that they were welcome, and decided to come along.

Not everyone came to the BBQ. Grumpy had to head off ... Mayhem and Barney had places to go ... Yogi and Princess missed the service, but came later to the breakfast.

Andy and Shelly had a fantastic spread awaiting us! Believe me, it was bloody marvellous. They went to so much trouble to make it special. They had Aussie and NZ flags on the wall ... little flags in the Anzac biscuits and lamingtons, she even cooked a special "noo zooland dush ... smoked fush", and it was bloody delicious lol.

It was just so relaxing sitting out on their deck, with a magnificent panoramic view, to be honest, I could have spent the whole day there, just chilling out.

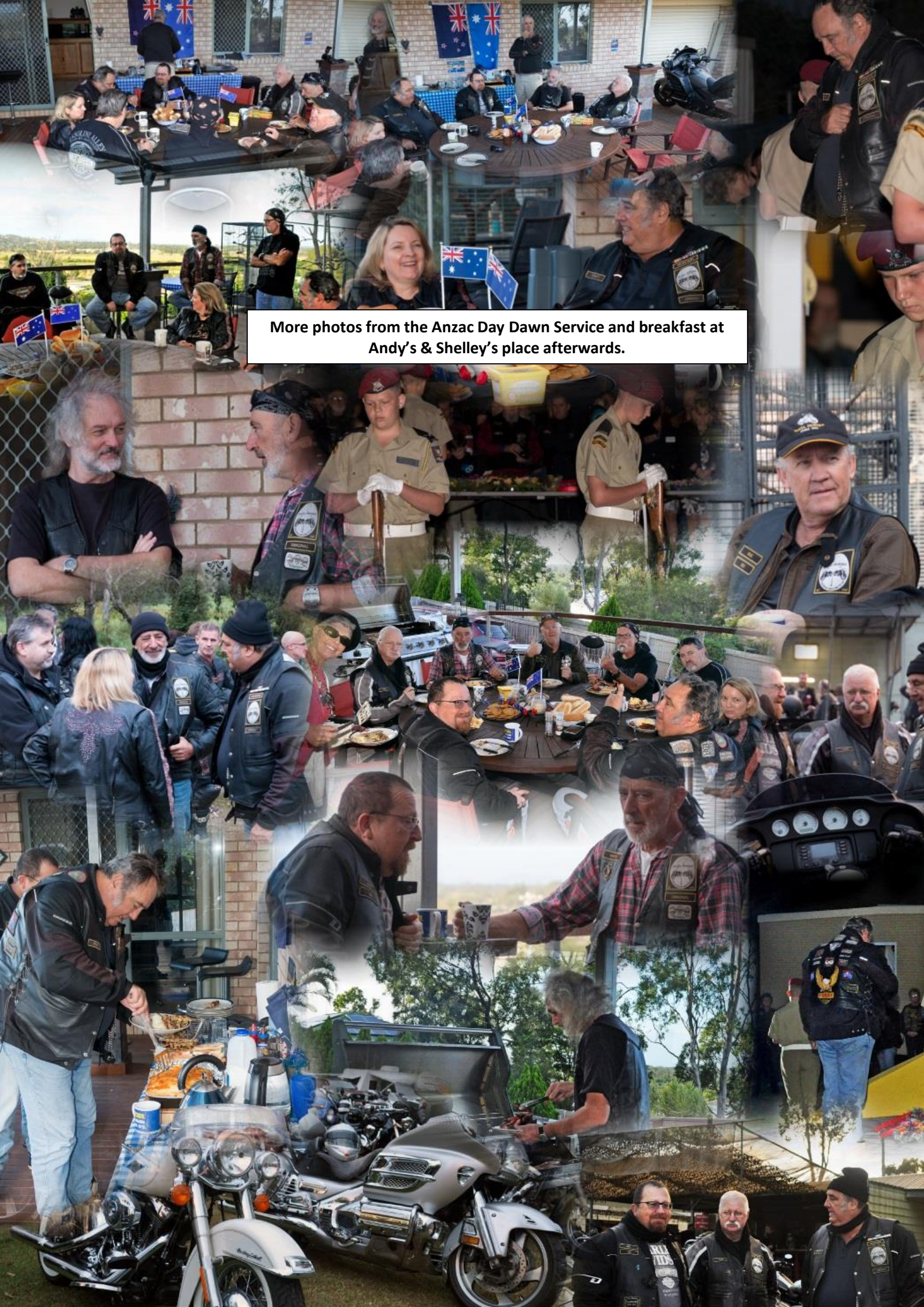
It was the intention for the club to pay for all the food, but when I tried to pay Shelly I had a HELL of a job getting her to take ANY money. They wanted to spring for the lot! She eventually grudgingly took half, and I have kept the balance for next year, as I will be hosting the BBQ breakfast after the dawn service.

I can't express enough, how grateful I am, on behalf of the club, for the time and effort, (and undeclared expense) that you both have gone to, to make this a memorable day.

We sincerely thank you.

Cheers ...

Steiny.



More photos from the Anzac Day Dawn Service and breakfast at Andy's & Shelley's place afterwards.



The Ride Report for the West Ride on Sunday 8th May 2016 has gone AWOL; but here are some ride photos from the day.



South Ride Report 22nd May 2016

The day was forecast to be mainly cloudy with a little chance of rain.

I met up with the starters at BP Yatala: Kim, Ace, Hurricane, Pyro, Phoenix and a visitor, Ned (on her Harley Sportster).

We headed off down the highway to the Hope island turnoff, then around the back of Hinze Dam, Advancetown Pub and straight on down to Tyalgum Pub for our first bum break, only to find that it was closed. So we decided to go on to Murwillumbah pub instead and found that it was closed too! Actually, it has been shut down and is currently between owners. So we had coffee and nibbles at a nearby cafe before heading back up to Advancetown pub for lunch.

Not far out of Murwillumbah, on a right hander bend, Ned went off the side of the road and put her Harley down in the grass in the table drain. By the time I realised no one was behind me, did a u turn and went back, Pyro and Hurricane were pushing her bike back up on to the road. Ned didn't suffer any injuries other than a burn on her leg through her jeans, from the exhaust pipe when the bike fell on her leg, and minimal damage to her bike.

I had told everyone that I would call the ride at the Advancetown Pub, so after we got going again, Ned had decided to keep going straight home, Ace and Hurricane called in to the Advancetown pub just to say their goodbyes and carry on, while Pyro, Phoenix, Kim and I stayed and had some lunch.



We decided to carry on via Beachmont and on to Canungra, where we stopped for another drink and bum rest. (At this point I called Ned to make sure she got home all right and to see how she was. She had been to the Doctor, and she has a 3rd degree burn on her leg, it has been treated and she has to rest up for a few days and take pain killers ... but she will be OK.) We then carried on through Tamborine village, Stanmore road, onto the freeway and then scattered to our respective homes.

The weather was great. It's starting to get a bit cooler now, so the riding weather will be getting really good soon.

Hope to see you on the next one.

Cheers ...

Steiny.

"A man has got to know his limitations"

North Ride – 5th June 2016

Ride Captain: Hurricane

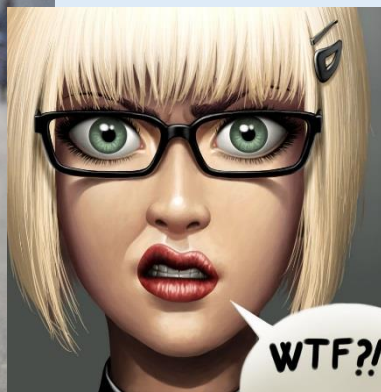
Riders: Stieny, Kim, Jak, Grumpy.

It was a cold winters day after a night of torrential rain, but 5 hardy riders and myself turned up for the North Ride, shame on you others!

Because of high winds and a lot of debris around we decided to keep to the main roads, so we re-jigged the route and headed up the highway to the Woodford turnoff, then it was out to Woodford and up the back way to Maleny. Along the Maleny-Stanley River Road we saw plenty of signs of the previous nights storm with lots of tree branches and foliage over the road, however we were soon resting at the Maleny Hotel where we were greeted by a warm and inviting fireplace which would later prove hard to leave.



We decided the weather was not looking good towards Kenilworth so we decided to go to Caloundra for lunch, this meant a short blast down the hill and across the highway and on to the hotel at Kings beach. After a hearty lunch that even brought a smile to Steiny's face we rode off down to the highway and home. It was an early end to the day but enough for all those that attended the ride. Hurricane.



Council bans all group motorcycle rides

by Mark Hinchliffe

24 May 2016

<http://motorbikewriter.com/council-bans-group-motorcycle-rides/>

Group motorcycle rides – even for charities – have been banned in one UK council area unless riders inform police and the local council first.

Harlow Council in Essex has banned motorcyclists in groups of two or more from riding together between 10am and midnight until April 2017 without council or police approval. The first ride affected was a memorial ride to honour a young student.

The move smacks of the VLAD "bikie crackdown" in Queensland where certain riders were not allowed to ride or associate in groups of more than two and the police even wanted all group rides registered with them.

While the situation in Queensland was an Orwellian move to monitor for an infiltration of so-called outlaw bikies, the UK ban is simply to prevent some riders "annoying" the public.

It seems the council decision is in reaction to some riders speeding, pulling wheelies and other stunts or making too much noise with aftermarket exhausts.

"Anyone breaking the injunction would be in contempt of court and may be sent to prison," the council website says.

Surely police and transport officials could just do their job and fine those with loud exhausts and anti-social riding behaviours, rather than applying a blanket ban on all riders.

It's the thin edge of the wedge when a local council can impinge on one of our basic freedoms to move around just because someone might offend.

It's like banning everyone from shopping because some people shoplift.

However, it seems a minority of anti-social riders in many countries are fostering ill feeling with authorities that could result in similar injunctions for all riders.

We've seen bans on riders in some areas of the Mid East and Asia over similar behaviour as well as criminal activity such as purse snatching and shootings.

In New York recently the council streamed video of bulldozers crushing impounded motorcycles and quad bikes that were confiscated from hoon riders.

We wonder what sort of tactics authorities will next employ that will impact on innocent riders as a consequence of cracking down on a few anti-social riders?

Some notes from the land where they make Harleys

Thousands of 'Rolling Thunder' bikers parade through DC honouring American POWs

29 May, 2016

<https://www.rt.com/usa/344786-rolling-thunder-rally-bikers/>

Many thousands of Rolling Thunder bikers paraded through Washington DC, honouring prisoners of war and those killed in action as part of Memorial Day 2016. Republican presidential candidate Donald Trump addressed people in front of the Lincoln memorial.

Thousands of 'Rolling Thunder' bikers started the rally from the Pentagon, crossed the Potomac River and ended up at gathering in front of the Lincoln Memorial.

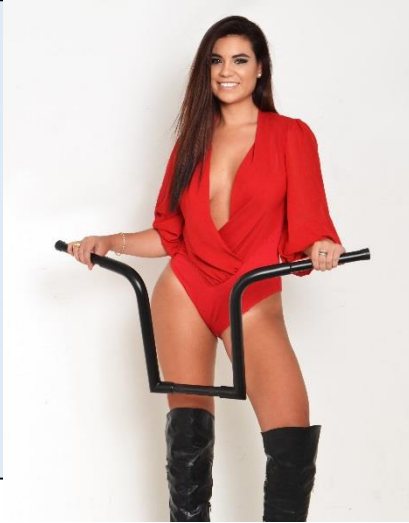
US military veterans attended the rally honoring the US prisoners of war, killed or missing in action on the occasion of Memorial Day, observed annually on the last Sunday of May.

The annual event, first organized in 1988, is billed as a tribute to prisoners of war and Americans missing in action. It began as a demonstration for the US servicemen who were abandoned after the Vietnam War.



Over the years, Rolling Thunder has become a more politicized group frustrated with Washington lawmakers and the Obama administration.

Trump addressed what is believed to be the largest gathering of bikers in the US speaking in front of the Lincoln Memorial. During the speech he claimed that illegal immigrants are treated better than military veterans.



Police admit wrong fine on handlebars

by Mark Hinchliffe

21 May 2016

<http://motorbikewriter.com/police-admit-wrong-fine-handlebars/>

Police have been incorrectly fining riders for wide handlebars, unaware the Australian Design Rules increased the maximum width in December 2015 from 900mm to 1100mm.

Caboolture rider Dean Brown has had his fine waived by the Deception Bay police, but Motorcycle Riders Association of Queensland president Chris Mearns knows of four other incorrect infringement notices and believes many more throughout the nation may also have copped wrong fines.

"For years police have loved this handlebar rule and have been using it as a target, particularly for cruiser riders," says Chris who recommends fined riders do not pay, but question their fine.

He is also calling on police to refund incorrect fines and return any demerit points for fines on wide handlebars since December.

"In December 2015, ADR 57 was revised, but there has been very little communication of that revision," he says.

"It is now apparent that the police do not even know it has been revised."

A Transport and Main Roads Department notice states: "Approved Persons and AIS will no longer be notified about changes to the vehicle standards by post. It is the responsibility of each Approved Person and AIS to check this webpage regularly and ensure they are familiar with any changes that may affect them and the function they perform."

Chris is calling on transport departments to continue notifying police of any changes such as the handlebars ruling.

"The average motorcycle rider has no chance of knowing all the rules," he says. "There is no communication to the average Joe of an ADR change."

He believes Harley-Davidson, Victory and Indian lobbied for the change because they build motorcycles with standard bars that are wider than the previous maximum.

The change in handlebar rules also meant the maximum motorcycle vehicle width was changed from 1m to 1.1m. However, there is no change to the height which is limited to 380mm from the lowest part of the handlebar grip to the top of the seat.

Chris says the problem goes deeper because there are three documents affecting vehicle standards: ADR, the Road Management Act (vehicle standards) in each state and the National Code of Practice for Vehicle Construction.

"In all three documents there are particular things that do not match," he says. "One example is mirrors. In all three they are different in size configuration."

"If you go to the National Code of Practice for light vehicle construction and search for mirrors on motorcycles, the size stipulated is almost as big as the mirrors on a Ford Territory."

The current status of Queensland's VLAD laws

Research & analysis by Rosie



Prior to winning office at the January 2015 Queensland state election, Queensland Labor committed to reviewing the VLAD laws. The *Vicious Lawless Association Disestablishment Act 2013*, popularly known as 'VLAD', became law in Queensland in October 2013. It aims to target members of criminal associations who carry out serious crimes. The Act defines a "vicious lawless associate" as someone who is a participant in the affairs of a criminal association, which can be a club, a league, e.g. outlaw motorcycle gang (OMCG), and commits a certain crime in that context. Specifically, this is an offence listed as a 'declared offence', such as armed robbery, extortion, affray and sex offences. A "vicious lawless associate" would then attract mandatory extra prison times of at least 15 years, ranging up to 25 years, on top of the sentence for the declared offence.

In addition to the introduction of the VLAD Act, amendments to other laws were made at the same time to create various criminal organisation offences, including the following:

Criminal Code Act 1899 sections:

60A - 3 or more members of a criminal gang (including OMCGs listed in a regulation), being together in a public place.

60B - member of a criminal gang being at a banned location, e.g. criminal motorcycle gang clubhouse, or at a banned event.

60C - member of a criminal gang recruiting, or attempting to recruit, another person to the gang.

Criminal Code (Criminal Organisations) Regulation 2013:

lists 'criminal organisations' which is a singular list of 26 outlaw motorcycle clubs, with their clubhouse addresses also listed as 'prescribed places'. The regulation is such that a government minister may recommend that an organisation be declared to be criminal.

Liquor Act 1992 sections:

173EA – 173EB - prohibit wearing items associated with a criminal organisation, includes 'club patch', 'colours', in licenced premises. Onus is on publican/staff not to allow entry to persons wearing or carrying such items.

173EC – 173ED - high penalty points for offences of wearing items in licenced premises, with extra for repeat offences.

Continued on the next page ...

The current status of Queensland's VLAD laws (continued)

Police Powers and Responsibilities Act 2000 sections:

29 (1) A - Expands police powers to stop, search and retain a person they suspect is a member of a criminal organisation without warrant.

41 - Police can ask person for name and address if suspect they are a member of a criminal organisation, or if person is found at a prescribed place, e.g. an OMCG clubhouse.

123B - Police can confiscate a person's vehicle, including a motorcycle, if a person has been convicted of a criminal organisation offence, such as those listed above under the Criminal Code.

How much crime is committed by 'bikies' in Queensland? According to a 2015 Commission of inquiry into organised crime by Michael Byrne (commissioned by Queensland Government) OMCG participation in crimes amounted to 0.52 percent of all crime over past 3 years, which includes prior to VLAD becoming law (M Byrne QC, *Commission of Inquiry into Organised Crime*, October 2015).

In 2015 the Palaszczuk Government commissioned a taskforce to review the VLAD laws and associated other amended legislation. The taskforce, headed by retired Justice Alan Wilson, completed its report in April this year (M Byrne QC, *Commission of Inquiry into Organised Crime*, October 2015). It has recommended repeal of VLAD and repeal or substantial amendment to other provisions:

Current law	Wilson Taskforce recommendations
VLAD	Repeal entire Act (Rec. No.29).
Criminal Code 1899, sections 60A-60C	Repeal these sections and replace with fairer 'consorting' offence, with a pre warning to a person by police not to meet with 2 or more others who have previous convictions, or then be charged; also a 'recruitment' offence, both included as part of a new organised crime framework. (Rec. Nos. 7-9)
Liquor Act 1992, sections 173EA-173ED	Retain prohibition on wearing OMCG club material, patches, colours in licensed premises. Reduce penalties for offences relating to this, and remove penalties for licensed premises staff who attempt but cannot stop entry or remove person wearing prohibited material. (Rec. Nos. 35-37).
Police Powers and Responsibilities Act 2000 , sections 29 (1)A; 41; 123B	Repeal 29(1) A and 41. Amend section 123B so that vehicle impoundment only applies to offences where vehicle actually used, and judge is satisfied person was a participant of a criminal organisation.

After receiving the Wilson Taskforce report in April this year, the Queensland Government has said it will continue its consideration of all 60 recommendations. New comprehensive organised crime legislation, as recommended by the Wilson Taskforce will be introduced later this year. The Government's legislative reforms will be developed in consultation with all stakeholders to draft a new regime to tackle all forms of serious organised crime in Queensland. The current 2013 laws will remain in place and unchanged until the new laws have commenced (Queensland. Department of Justice and Attorney-General, *Queensland Government's new regime to tackle serious organised crime in Queensland, in all its forms*, 22 April 2016).



Helmet cameras and tinted visors "unclear"

by Mark Hinchliffe - 22 May 2016

<http://motorbikewriter.com/helmet-cameras-tinted-visors-unclear/>

Last week's Helmet Forum still leaves riders unclear about the laws governing the use of helmet cameras and tinted visors, says Australian Motorcycle Council helmet committee chairman Guy Stanford.

Guy was one of many rider representatives at the forum, convened by Standards Australia. It was also attended by relevant government departments, university researchers, rider representatives, motorcycle helmet crash testers and certifiers, motorcycle industry representatives, road safety experts and regulators, motorcycle helmet importers and distributors and several representatives of Australian-designed Vozz Helmets. Police were not present as they were at the first forum.

That's a shame, because the biggest issues affecting riders are the varying interpretations of the standards by police in each state on issues such as tinted visors and helmet cameras.

Guy and other rider representatives, CJ Burns of the MCC of NSW and longtime helmet campaigner Wayne Carruthers, made the case for a nationally consistent, sensible and understandable road rule.

"The problem remains regulatory, with road authorities seeking amendment of AS/NZS 1698, to turn it into an in-service regulation to control use of helmets," Guy says.

"This approach is wrong-headed and has already shown problems."

Those problems include riders being fined by police in one state, but not others, and one Victorian judge dismissing a helmet camera case because the laws were too difficult to access, not because the compliance standard was correctly interpreted.

"Road authorities need to sort out a consistent single national road rule with in-service regulations for helmet use based on evidence and current safe practices (e.g. dark visors in daytime)," Guy says.

"In-service regulations are to address issues like drilling holes in a helmet, crash damage and any other issues that may compromise a helmet.

"Several forum participants seemed to be hypnotised by cameras on helmets. We had the FUDs of Fear, Uncertainty and Doubt, speculations and secret testing, but no actual evidence of an injury problem. Some statements made on this subject were not credible."

There was also a lot of muddled gobbledegook about tinted visors and goggles, sunglasses and internal drop-down sun shades with one nanny-state bureaucrat declaring it was ridiculous to allow the rider decide when to use them!

The forum was held mainly to decide whether the AS/NZS standard needs to remain now that the ACCC allows UNECE 22.05 to be sold and all states and territories permit their use.

"The majority of helmets into the future will be ECE 22-05," Guy says.

"Some helmets will still require AS/NZS 1698:2006, but there is no technical need to amend the helmet or visor standard for these.

"What is needed is improved point-of-sale surveillance of helmet certifications for all standards."

Guy rejects claims that the first Helmet Forum at Standards Australia early in 2015 was a farce.

"Yet what resulted was national change to helmet laws to allow sale and use of ECE 22-05 helmets," he says.

"This came about through regulatory changes by the ACCC and road authorities, not from any action of Standards Australia.

"This year's Forum at Standards Australia did its best to disappear down a psychedelic rabbit hole, Standards Australia again pointing out that the solution was not with them."

Guy says solution rests with the hard work of rider representatives working toward a common national road rule.

"Again, the heavy lifting will be done by those quietly doing the ongoing and consistent work of state and territory based rider organisations co-ordinating through the Australian Motorcycle Council," he says.

From the Archives

An article by Sarge, written shortly after the Steel Horses club was formed, and published in a much earlier club newsletter.

SARGE'S SLANT - PREVIOUS ARTICLE THE HISTORY OF OUR GREAT CLUB

Hi All,

On Saturday a working group met at Ynot's house to discuss the set up of a new Brisbane based Social Club that is focused on Motorcycle riding and friendly social events.

I am very pleased to tell you that this Club is now active and will be called the Steel Horses Cruising Motorcycle Social Club Inc.

We spent 4+ hours working through lots and lots of details about Club Structure, Name and Rules.

Shortly Debbil will send to each of you a copy of the draft rules, now don't be frightened by the size of this, most of the rules are so that we can comply to legislation and become a formally incorporated social club within Qld. We would like your suggestions on any changes you would like to see in these rules with the intent that we can all sign off on them at our first meeting and then use them to apply for incorporation as a 'not for profit' Qld Social Club.

The reasons why we are going to apply for incorporation will be explained at our first formal monthly meeting that is scheduled for the 3rd Tuesday of October. This meeting will provide you with the opportunity to learn all about what we are doing and have an input into the way forward for 'OUR' Club.

Why have you received this email from me? Because you have made a formal application to join this new Club and your application has been gratefully received and YOU are now an Original member of the Steel Horses CMSC. Or in some cases I don't have your application but I just like you and want you to join - lol

At the setup meeting I have accepted a senior role in the new

Club and we are currently working on identifying a management Committee to ensure this Club develops, grows and remains a Fun and democratic place that people chose and want to be a part of.

I have attached a Draft Club Patch that is still a work in progress but will give you an idea of what you will be wearing on your Vest or Jacket during rides and events. I will take this opportunity to thank Loges for his help with finalising the design of this Patch I found out he was in this business and we accepted his help great fully.

My personal thanks to all the People who have helped to setup this Club so far with special mention to Debbil and Ynot for their efforts in getting a good understanding of the stuff we need to do to get this Club going.

I was delighted with the turnout for our first ride and I will write a report for inclusion in our first newsletter soon.

So to summarize:

- Club Meetings will be held on the 3rd Tuesday of every month beginning in October and will be held at the Broadway Hotel Woolloongabba.
- FIRST meeting is TUESDAY 20th October at 7.30pm
- Your review and Feedback on the Club Rules is not mandatory but any suggestions or changes gratefully accepted.
- A Ride Calendar will be sent to you shortly covering a minimum of the next 3 months so that you can see the rides that suit you. (Thanks Ynot)
- We are looking for any volunteers who want to become Ride Captains

to lead our rides. In the short term I will take regular rides but we do need others.

- The cost of joining as a Rider, Pillion or social member will be included in the details that Debbil sends.
- There will be a joining fee on top of the annual membership fee to cover the cost of patches and other Club set up costs. We will discuss this at our meeting.
- All members regardless of type of member will be encouraged to have a say and be a part of the Club.
- We will accept all makes of Bike as long as they are a Cruiser or a Tourer style we will not accept Sports Bikes or Scooters or a Bike that is obviously not safe.

Finally but by no means least don't forget that as a new Club this will be a work in progress for a while but we will be working hard on getting it right and consulting all members for ideas and input. Please don't forget that this is YOUR Club not mine or any other individuals and that we will get out of this what we put into it. If you are busy and cannot do a lot that's OK if you can contribute more that's also OK (and gratefully appreciated) the final aim is to have FUN and enjoy each others company while predominately riding our Bikes.

I hope to see you at our first meeting or sooner on a ride

Sarge



Riding Tips

This guy teaches motorcycle cops in the USA. Just google "Jerry "Motorman" Palladino" and view some of his clips. Cheers ... Steiny

Back to Basics - Mastering the U-Turn (By Jerry "Motorman" Palladino)

Recently some friends and I took a Sunday afternoon ride to Ybor City. Ybor, for those of you who don't know means NO PARKING in Spanish. Once there, as usual we had a tough time finding a parking space. In order to actually park, we had to make several quick U-turns on the narrow streets. Since I was leading, I could see in my mirrors the dirty looks my friends gave me as I led them on several U-turns in an effort to find the elusive parking spot. Their grumblings over the quick turns inspired me to write these tips.

As I have stated before, just about all production motorcycles are capable of making a U-turn in well under 20 feet. That means that you can U-turn on just about any two lane road including the narrow streets in Ybor City. Here's the technique you need to apply. If you are about to make a left hand U-turn, keep your foot firmly on the rear brake, keep the clutch in the friction zone and roll on the throttle. Dip the bike towards the right curb, then quickly and smoothly turn your head completely around to the direction you want to go. At the same time you are turning your head, you should be pushing on the right grip turning your handle bars as far as possible and leaning the bike to the left. The same technique applies if you are making a right hand U-turn.

To practice this manoeuvre, find a parking lot with back to back parking lines. You will find the white lines of the parking spaces are placed 10 feet apart. At first, use three parking spaces. Start with your motorcycle towards the left side of the first parking space, then ride forward towards the right of the opposing parking space turn your head completely around as you turn the handle bars and make a 30 foot U-turn. Keep practicing this making your turn tighter each time till you can eventually turn using only two of the parking spots. That will give you a 20 foot U-turn and enable you to make a U-turn on just about any street.

Practice this manoeuvre equally to the right and to the left. You may find that making a right hand U-turn seems to be more difficult if you are right-handed. That means you practice the U-turn to the right more than to the left and you will get comfortable making the U-turn in both directions. The real key to this manoeuvre is to look where you want the bike to go. Remember, if you look at the curb or the end of the pavement on that narrow street, that's where you will go. So, at all costs, avoid that temptation. With about three hours' practice, you should be able to turn on any street whenever you feel like it with total confidence. Good luck.

J. Palladino.

Ride

JUST WANNA RIDE

Calendar

JUNE 2016

Sun	5	North	<i>Ride Captain: Mac.</i> Caltex Carseldine Roadhouse - Kenilworth (lunch at the Kenilworth Hotel) - Home. 246km.
Sun	12	South	<i>Ride Captain: Steiny.</i> BP Servo at Yatala - Murwillumbah - Home. 204km.
Sun	19	West	To be announced.
Tues	21	MEETING	Lord Stanley Hotel . 994 Stanley Street East, East Brisbane . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sun	26	North	<i>Ride Captain: Mac.</i> Caltex Carseldine Roadhouse - Booreen Point (lunch at the historic Apollonian Hotel) - Home. 310km.

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Sun	3	South	<i>Ride Captain: Steiny.</i> BP Servo at Yatala - Tyalgum - Home. 236km.
Sun	10	West	To be announced.
Sun	17	North	<i>Ride Captain: Mac.</i> Caltex Carseldine Roadhouse - Redcliffe Hogs Breath Cafe (Via Mount Mee) - Home. 130km (approx 2.5 hours). Ride ends at Redcliffe and members can then make their way home early.
Tues	19	MEETING	Lord Stanley Hotel . 994 Stanley Street East, East Brisbane . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sat & Sun	23-24	South	Christmas in July!! An annual event for our club, and a great weekend away! Meeting point will be the Caltex South servo at 2 Telemon St, Beaudesert . Departure time is 8:00am sharp. It will be a 5.5 hour run to our destination: the Bowra Hotel in Bowraville . Contact Boots (ozcruise@bigpond.net.au 0438 748 404) for details.
Sun	31	West	To be announced.



A tough looking biker was riding his Harley when he sees a girl about to jump off a bridge so he stops.

"What are you doing?" he asks.

"I'm going to commit suicide," she says.

While he did not want to appear insensitive, he didn't want to miss an opportunity so he asked, "Well, before you jump, why don't you give me a kiss?"

So she does.

After she's finished, the biker says, "Wow! That was the best kiss I have ever had. That's a real talent you are wasting. You could be famous. Why are you committing suicide?"

"My parents don't like me dressing up like a girl ..."

Doctors ...

1) At the beginning of my shift I placed a stethoscope on an elderly and slightly deaf female patient's anterior chest wall. "Big breaths," I instructed. "Thank you, but you should have seen them when I was younger" replied the patient.

2) While acquainting myself with a new elderly patient, I asked, "How long have you been bedridden?" After a look of complete confusion, she answered "Not since my husband passed away 20 years ago."

3) A woman and a baby were in the doctor's examining room, waiting for the doctor to come in for the baby's first exam. The doctor arrived, and examined the baby, checked his weight, and being a little concerned, asked if the baby was breast-fed or bottle-fed.

"Breast-fed," she replied.

"Well, strip down to your waist," the doctor ordered. She did. He pinched her nipples, pressed, kneaded, and rubbed both breasts for a while in a very professional and detailed examination. Motioning to her to get dressed, the doctor said, "No wonder this baby is underweight. You don't have any milk."

"I know," she said, "I'm his Grandma, but I'm glad I came."

An elderly man in West Virginia had owned a large farm for several years. He had a large pond in the back. It was properly shaped for swimming, so he fixed it up nice with picnic tables, horseshoe courts, some apple and peach trees.

One evening the old farmer decided to go down to the pond as he hadn't been there for a while, and look it over. He grabbed a five-gallon bucket to bring back some fruit.

As he neared the pond, he heard voices shouting and laughing with glee. As he came closer, he saw it was a bunch of young women skinny-dipping in his pond. He made the women aware of his presence and they all went to the deep end.

One of the women shouted to him, "We're not coming out until you leave!"

The old man frowned, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked."

Holding the bucket up he said, "I'm here to feed the alligator."

Su Wong marries Lee Wong. The next year, the Wongs have a new baby. The nurse brings out a lovely, healthy, bouncy, but definitely a Caucasian, WHITE baby boy.

"Congratulations," says the nurse to the new parents. "Well Mr. Wong, what will you and Mrs. Wong name the baby?"

The puzzled father looks at his new baby boy and says, "Well, two Wong's don't make a white, so I think we will name him ... Sum Ting Wong!"

A blonde and a brunette were walking down the sidewalk.

"Oh dear" cried the brunette staring at the walk in front of them, "look at that poor dead bird!"

The blonde cast her look skyward and answered "Where?"

