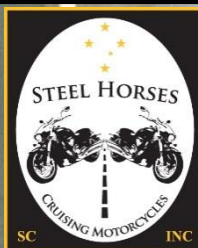


STEEL HORSES

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

AUGUST 2016

VOL 7, ISSUE 7



Ride Reports and photos.

Riding tips!

A short history of a club
and a mountain!

Troubles at Harley Davidson?



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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.

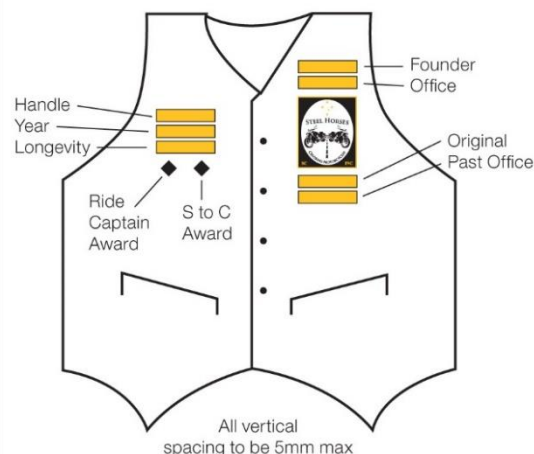
Currently, the joining fee is \$40 for all Members. All Members must wear a vest and Club Patch.

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

Cover photo by Roach: Steel Horses on a South Ride 3rd July 2016.

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

STEEL HORSES PATCH PLACEMENT





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**The latest in cruising
bikes from Russia!**



**A place for bikers at the
Cooktown cemetery!**



Event Report: Laverda Concours 2016

Sunday 17th July 2016

By Steiny

Attendees: Steiny, Jak, Hippy, Roach, Ynot, Grumpy, Yogi, Mayhem, Tiny, Benelli Bill, and Ace.

It rained all Saturday night before the Laverda Concours event on Sunday 17th July. It was still drizzling when I was packing the ute at 4:30am on Sunday morning. I even turned the computer on, sure that it would say that Laverda had been postponed, but no ... it was still on.

It was bloody silly really that they didn't postpone it.

When we got there, it was really quiet for the first few hours. No bikes at all in the show area. I think everyone was waiting to see if it was going to rain or not. We ended up only getting a light sprinkle later in the morning very briefly. The only early starters to help set up were me, Jak, Hippy, Roach, Grumpy, Ynot, Yogi and then later about 9:00am Mayhem and Tiny rolled in and Benelli Bill and Ace. Mayhem and Tiny left about at about 11:00am and so did Yogi (to work on his truck), and the rest all stayed to help pack the trailer up and we all left about 2:00pm.

Pretty disappointing really. 10 members. I don't blame them really though. It was a really shitty day. It was really stupid for the Laverda organisers to continue with it.

Steiny

Xmas in July at Bowraville - NSW

Ride Report by Roach

23rd July 2016

We were on the road at 6.20am and headed for Beaudesert to meet up with Ynot, Jak, Grumpy, Bill, LuckyJ, Sarge, Boots, Drastic, Suzie Q and visitor riders Stu & Hollie.



After a trip briefing we were on the bikes at 8.20am for the first leg of the trip to Kyogle. Our trip leader was Boots and our TEC was Ynot. We started off heading down Route 13 - Mt Lindesay Highway. We passed through Laravale, Tamrookum & Rathdowney. We continued along Route 13 until we crossed the QLD/NSW border where the road changes to Route B91 - Summerland Way. We continued along Route B91 passing through Unumgar, Grevillia, Rukenvale, Winagree and New Park before arriving at our first 'leg stretch' and light beverage pitstop in Kyogle.

10.20am we were back on the bikes for the second leg of our trip, Kyogle to Grafton. We continued along Route B91 passing through Fairy Hill, Casino, Coombell, Myrtle Creek, Whiporie, Banyabba, Gurranang, Dikoon, Warragai Creek, Kookhan & Junction Hill before arriving at the BP on Fitzoy Street in Grafton. Here we stopped for a leg stretch and fuel



top up.



12.10pm we were back on the bikes for the third leg of our trip from Grafton to Coramba – our lunch break pit stop. We continued along Route B91 to Bent St, Ryan St, Armidale Rd & Orara Way. We stopped off at the Idle in Café in Nana Glen for lunch but found there was a 1 hour wait for meals, so it was back on the bikes heading along Orara Way until we arrived at the Coramba Hotel in Coramba where we stopped for a fab pub lunch and light refreshment.



2.10pm we were back on the bikes for the fourth leg of our trip from Coramba to Bowraville. We headed off along Gale Rd, Coramba Rd, W High St, Azalea Ave & Combine St until we connected with the A1- Pacific Highway in Coffs Harbour. We continued along the A1- Pacific Highway passing through Boambee, Bonville & Urunga then we took the Nambucca Head/Bowraville turn off. We followed Old Coast Rd,

Wirrimbi Rd, Rodeo Dr to the Bowra Hotel on High St in Bowraville. At 3.10pm the guys were parking their bikes in the secure parking provided by the Bowra Hotel.

We all checked into the Bowra Hotel. A few bevvies were had in the bar before our Xmas in July meal was served by the fab staff at the Bowra Hotel. After dinner and desert Norm Bakker provided the entertainment for the evening, singing Elvis, Neil Diamond and Tom Jones hits. A fab night was had by all.

Sunday morning we were up at 7am. A big brekkie was served around 8.20am - bacon, eggs, sausage, tomato and toast, tea and coffee. It was a fab feed :D

Around 9am the group started gearing up to start our trip back to Brisvegas. Unfortunately we were a little slow with gearing up and last minute Andy remembered that



he needed to change his memory card for the camera on the bike. As half the group had already headed off, Andy didn't want to hold anyone up so he waved on Ynot and Stu cause we thought we'd catch up with the group around the first corner ... sadly this didn't happen ... bit of a bummer cause Andy didn't know where the group were heading to or where the first stop was supposed to be ... bugger. Andy's phone had gone flat so he couldn't contact anyone to find out where the group were heading, so we followed the reverse route back to the Nambucca Heads Highway onramp.



We thought we would have seen the group somewhere along this route, but we didn't so we made the decision to follow the A1-Pacific Highway back to Grafton in case the group were heading that way. We did first stop at Coffs Harbour for fuel and Andy tried to buy a phone power pack charger, but they were out of stock. We continued along the A1 from Coffs Harbour to Grafton. We stopped off at Super Cheap in Grafton to try and buy a power pack, again out of stock, the garage was out of stock and he ended up getting a power pack at Coles in Grafton. Andy checked his messages around 11.45am and found Boots had left us a message around 11am to say they were having coffees at Dorrigo. We decided to continue our journey home along the A1- Pacific Highway from Grafton to Brisbane.

[Editors note: On their way home Hippy and Roach were involved in an accident with a car that changed lanes on top of them. Despite the heavy sideswipe they sexperienced, they were able to keep the bike upright and they weren't injured. The RHS panniers and crash bars were damaged on Hippy's bike; but otherwise the bike was OK and they rode it home.]



STEEL HORSES NORTH RIDE

Sunday 7th August 2016.

Out to to Yarraman for smoko, then on to the Blackbutt pub for an excellent classic country pub lunch. Back to Esk, then home. A great day!

Ride Captain: Mac. TEC: Yogi & Kim.

STEEL HORSES MOUNTAIN MEN

A short history - by Ynot

Approximately eight years ago Ynot and ex member Debbil, (who were members of another club) started going on mid week rides as work commitments allowed. It was discovered that on a Tuesday, Mt Glorious was relatively free of the maniac riders that



visit the mountain on weekends, and that there was a group of dedicated riders who regularly met up there at the Mialia Cafe. As these guys were very friendly and accepting of any newcomers, Ynot and Debbil would make the Tuesday ride whenever their work timetable permitted.

On one Tuesday ride up the mountain one of the guys who had been riding the

mountain for years, an ex Pom called "John The Pom" asked if he could accompany us on the ride down the mountain. At the bottom of the mountain we met to say our goodbyes and John The Pom expressed an interest in becoming a member of the club that Ynot and Debbil were members of. Ynot advised John to wait for a short while because there moves to form a new club, and he may wish to be an original member of the new club. The new club that was formed was Steel Horses, and John The Pom became Rowdy in the new club.



Ynot and Debbil could only attend Tuesday rides when their work schedule permitted, but Rowdy being of independent means, and not constrained by an employer, rode up the mountain every Tuesday, weather permitting. It wasn't long before Ynot and Debbil retired from the permanent workforce, and they were able to accompany Rowdy up the mountain every week. This tradition has continued for as long as Steel Horses has existed (7 yrs in September 2016).

STEEL HORSES MOUNTAIN MEN (Cont ...)



Although this ride is not included in our ride calendar and is not classified as an official club ride, it is becoming increasingly popular with Steel Horses members and up to 12 riders have participated. The average number participating in recent months is between 7 and 9 riders. Rowdy still leads the rides, but the leadership is open to any member who wishes to volunteer.

What makes this ride so popular considering that it is held midweek and most members have to work???

- 1) It is a good ride with plenty of challenging twisties to negotiate.
- 2) The ride is never the same. Every week there is something different to contend with. For example, weather, road works, road conditions, speed of ride, who is on the ride, the mood of riders.
- 3) The destination is biker friendly and an ideal place to discuss and solve the problems of the world.
- 4) The ride can be extended by going over the mountain and returning home via Fernvale
- 5) It provides a chance to meet and chat with other bikers and kit car drivers who also experience the mountain every Tuesday.
- 6) It is accessible to members from the Northside who may choose to come via Samford rather than the Gap.



STEEL HORSES MOUNTAIN MEN (Cont ...)



The weekly mountain riders meet at the BP service station at the Gap and the ride leaves at 10.00 am sharp. It takes approximately 35 mins to arrive at the Cafe at the summit, depending on the speed of the ride. The Cafe destination was called the Miallia Cafe, but changed ownership several years ago and is now owned by a very

friendly Irishman called Hugh. Hugh originally leased the cafe to well known night club owner (named in the Fitzgerald enquiry), who obviously didn't like bikers because he did everything he could to discourage them from visiting. He would come and sit amongst us, uninvited, and give us his life history, and tell us of his plans to change the cafe into an exclusive restaurant.

Consequently, all the regular clientele deserted the Miallia and went to the opposition cafe further over the mountain. During the period we would ride past the Miallia and there would literally be nobody there.



night club owner. He was from the catering and hospitality industry, but also had experience as a prison guard. This guy tried to attract the old

Eventually the lease was cancelled and another lessee took over. This new Guy was a bit better than the



STEEL HORSES MOUNTAIN MEN (Cont ...)

clientele back, but he had limited business acumen, and even stopped serving food on a Tuesday. Consequently, this new lessee didn't last

long either. There were a couple of entertaining moments though. One was where somebody stole his bike and took it for a joyride down the mountain, into the city, then back up the mountain. This all ended unpleasantly for the joy-rider when he returned to the cafe and was promptly detained by Grumpy, Rowdy, Mac, and a few others until the police arrived.



Hugh eventually decided to manage the Cafe himself with the help of his wife Yuki and daughter Leah. Hugh has constantly been carrying out improvements to the cafe, and is gradually transforming it into an American style Diner. He also changed its name to "Mount Glorious Cafe". Some of the exhibits on display and hung around the walls were provided by Rowdy. Hugh, who is an ex Jet pilot, and owns a Harley, is very aware of who his customers are and goes out of his way to cater for the regulars. He has reserved a covered area for Steel Horses, and we also have reserved parking adjacent to our covered area. He has also provided a covered area for the other Tuesday regulars who are not members of Steel Horses. Leah knows what our drinks preferences are and they are often waiting for us before we have sat down, and the food follows shortly afterwards. Leah also rides a motorcycle, drives a sporty yellow car, has a pilot's licence, and most importantly has a sense of humour that tolerates the barbs, insults and jokes of some Steel Horse members.



Since Hugh took over the cafe, service has improved, the quality of food has improved, and the customers have returned. It is a credit to Hugh, Leah and Yuki, they are now reaping the rewards of providing what customers want, and Steel Horses continue to enjoy their Tuesday Ride up the mountain.

Harley takeover rumour hits shares

by Mark Hinchliffe & The BikeBandit

July 2016

- <http://motorbikewriter.com/harley-takeover-rumour-hits-shares>
- http://www.bikebandit.com/blog/post/buyout-rumors-and-a-federal-investigation-are-more-bad-news-for-harley-davidson?roi=echo3-35736483539-36338219-6a80a7802c50ef6ad5ef34b5343c3e7c&utm_medium=email&utm_campaign=promo_bbnews&utm_source=Sun_071016_BBNNews&utm_content=harley_davidson_buyout_rumors&affiliate_id=43737&click_id=1669302680&utm_content=43737&utm_term=2-235013&utm_source=eb&utm_medium=affiliate&utm_campaign=eb
- <https://www.yahoo.com/news/clutch-issue-forces-recall-27-150007117.html>



Harley-Davidson is "among the most valuable brands on the planet with an intensely loyal customer base", yet its share price dropped sharply this week on an uncorroborated rumour of a takeover. Initially, Harley shares leapt almost 20% on Friday (July 1 2016) as traders reacted to unsubstantiated talk of a possible takeover by private equity company Kohlberg Kravis Roberts & Co

(KKR & Co). However, they then lost half their gain this week when market analysts RW Baird changed its rating from "outperform" to "neutral", noting the company's strong balance sheet with only \$750m of debt, excluding its financial services arm.

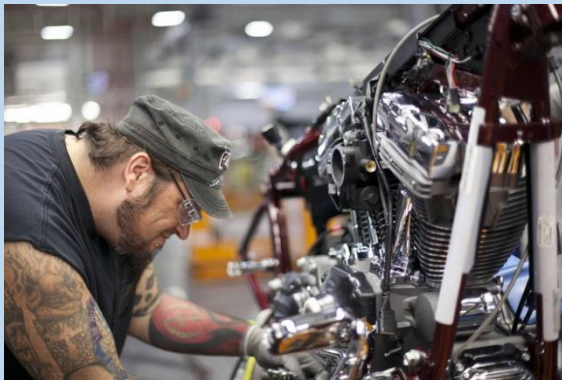
"We have no information that would corroborate takeover speculation surrounding the company, and are aware of no credible source behind the rumour," the company says, describing Harley as being "among the most valuable brands on the planet with an intensely loyal customer base". However, they note that Harley shares are above their fundamental price target and they would need evidence to "support a takeover scenario to sustain our outperform rating". There was similar unsubstantiated speculation of a takeover in December 2015 and KKR was also rumoured to be bidding for the company in 2010.



Harley takeover rumour hits shares (Cont ...)

What would a takeover mean for Harley owners, fans and potential customers? For many, it would signal a return to the '70s when American Machine and Foundry (AMF)

bought the company, cut production costs, slashed the workforce and produced lower-quality bikes. Sales collapsed dramatically, and the company was on the brink of going out of business. Then, in 1981, Willie G Davidson led the buyback of the company which has since flourished.



Now, it faces increased competition from fellow American motorcycle companies Indian and Victory under Polaris ownership and discounted Japanese imports. Harley reported a 1.4% increase in worldwide sales in the first quarter of 2016, led by a 4.5% increase in international sales while domestic performance was slightly down. There is not expected to be much difference when HD releases its second-quarter results later this

month. Harley's market share has been backsliding in recent years, causing many to think that H-D might finally be losing it's iron grip on the American consumer.

One of the problems for Harley has been its ageing male core customer base. They have responded in recent years with a new model boom and a marketing direction that targets younger riders, females and ethnic communities.

But the bottom line is that Harley is not delivering the goods, to either it's customers or investors, and changes at H-D are desired. Harley knows it needs to make changes, but the ones it has made in recent years haven't been enough. The core Harley customer - white, male Baby Boomers - are advancing in age and buying fewer motorcycles, and Harley's attempts to replace them with Millennials have been more challenging than anticipated.



Their models aimed at younger buyers, particularly the Street 500 and 750, have been lackluster and received lukewarm reviews in most countries. Even more aggressive pricing and recent sales promotions - an unusual move for Harley, which strives to protect the premium nature of it's brand - have not been able to move enough units, or

Harley takeover rumour hits shares (Cont ...)

to overcome the black marks left by years of persistent recalls and quality control issues that Harley just can't seem to overcome.

Recalls have been a particular black eye for Harley in the last few years. They recalled an average of only 94,000 bikes per year during the decade between 2003 and 2013, but in 2014 the number of recalls jumped to 210,000, and in 2015 it surged to over 320,000. Then to make matters worse, this week (8th July 2016) it was announced that now the USA federal government is stepping in; the NHTSA just launched a formal investigation into widespread claims that anti-lock brake systems are failing on Harleys manufactured from between 2008 and 2011, covering a total of over 430,000 motorcycles.



The concern for Harley aficionados would be that the new models would dry up under ownership by a private equity firm. Usually, private equity firms are notorious for buying companies where they believe they can either extract costs or combine with a similar company to reduce overheads, pump up the bottom line for shareholders, then sell in three-to-

five years for a large return. Extracting costs usually means less money for research and development, marketing and new models.

KKR is one of the original private equity buyout firms. They're the big boys in this space and are famous for having acquired companies such as Eastman Kodak, RJR Nabisco and Toys "R" Us. We spoke to a corporate guru who wished to remain anonymous. He says KKR is also notorious for stripping and selling off! "No one ever hangs on in this space," he says. "They usually put in a fresh management team and run things more efficiently which is code for sacking people. "Sometimes they buy a couple of companies in the same space and instead of having two production lines they put everything through the same line and run it 24 hours a day."





QLD Police use unmarked motorcycles

by Mark Hinchliffe

5 March 2016

<http://motorbikewriter.com/police-patrol-unmarked-hayabusa/>

You won't know you've been caught by a new Queensland Police Suzuki Hayabusa unmarked patrol bike until it's too late. It's one of four unmarked police bikes. There are also two BMW R 1200 RS models, one blue and silver and the other black and grey. The fourth bike is allegedly a dark blue Kawasaki Ninja ZX-14R. They might also have a BMW R 1200 RT and/or a Yamaha FJR 1300 as unmarked Police bikes.

Rider Sergeant Dave Nelson says he can scan a motorist's speed up to 1km away. "So I can see you before you see me and by the time you realise that I'm not just a normal motorcycle, but a police motorcyclist, it's too late," he says. Police say that in the past two months, the bike has not only caught speeding motorists, but also a lot of drivers texting and not wearing seat belts. The bike also has cameras fitted to collect evidence.

The Hayabusa is powered by a 1340cc, four-cylinder engine with 145kW of power @ 9500rpm and 155Nm of torque at 7200rpm which helps propel it to 100km/h from standstill in under three seconds with a governed top speed of 300km/h. We wonder whether the police have de-restricted it, although we're not sure why they would need to!

Here is the QPS reply to our queries about the bike: "*The QPS uses unmarked motorcycles as both an operational resource and to engage with motorcycle riders to discuss and promote road safety. Police regularly partner with the Department of Transport and Main Roads and RACQ to visit locations frequented by motorcyclists to promote road safety. It is intended that this approach will continue in the future. Across Queensland, motorcycle safety is an important issue, with motorcyclists and pillion passengers accounting for a disproportionate number of serious injuries and fatalities. The QPS intends to expand the number of unmarked motorcycles in its fleet with a view of targeting road users doing the wrong thing and promoting road safety. The QPS is committed to enforcing road safety and often explores innovative ways of doing so.*"

So, we can expect to see more of these unmarked bikes in future – but not until it's too late!

A few members are having birthdays in August:

**Drastic
LuckyJ
Specs
Hippy**

**Happy Birthday and Best Wishes to
Drastic, LuckyJ, Specs and Hippy :-)**

Hope you all had a fantastic time on your special day!

OK ... You're a year older, and older than you've ever been before. But you're a year younger than you'll be next year at this time, and in fact younger than you'll ever be again! So it's all good! :-)

Forget the past; look forward to the future, for the best things are yet to come.





Riding Tips

How to improve emergency braking

20 May, 2014

<http://motorbikewriter.com/improve-emergency-braking/>

By Mark McVeigh (former International Motorcycle Road Racer and MotoGP Engineer, now moto journalist and director of coaching at the motoDNA Motorcycle Academy.)

Emergency braking causes more confusion and trepidation for riders than anything else.

- How hard can I brake?
- Will the front wheel lock?
- Will I go over the handlebars?
- How far can I lean over on the brakes?

As a motorcycle instructor I am continually amazed at how many of our students, who have generally had some training and are licensed, come to us with inadequate emergency braking skills.

It's super important to understand and regularly practice emergency braking on your bike. Normally I recommend a quiet carpark with a slight up hill.

Maximum grip

To understand braking we must first understand grip. The main contributor to grip is the weight or load on each tyre. The ratio between the maximum possible grip and the vertical load is called the co-efficient of friction.

Slide an eraser across your kitchen table. Now try the same thing pushing down hard on the eraser.

This same thing happens when you brake on a motorcycle. The bike pitches forward transferring weight on to the front wheel, increasing front tyre grip. More so with sports bikes, tall with short wheelbase compared to cruisers, which are long and low.

Also consider the significant increase in grip experienced as the front tyre contact patch pressure multiplies due to the load transfer when braking.

To understand this, simply push a tyre with your hand and see how it flattens out. This is happening between the tyre and the road as weight transfers to the front tyre, increasing the contact patch and grip as you brake.

Also, as the brake is applied, torque is transferred through the wheel to the tyre contact patch, which creates a horizontal force at the road surface. The road pushes back on the tyre and equally the tyre pushes forward on the road. You can thank Newton for this mechanical grip; as for each force there is an equal and opposing force.

Front or rear or both

On a motorcycle, the major braking power comes from the front. Consider how much power the rear brake contributes to a sports bike when the rear wheel can be in the air. Zero.

Other bikes like cruisers don't pitch as much on the brakes and the rear wheel will not come off the ground. Thus the rear brake has some braking performance. However, the lion's share remains with the front brake.

The majority of motoDNA students will lock the rear brake in initial emergency braking drills. This can put the machine out of control and the rider will be required to regulate the rear brake to regain control. Why bother with the rear brake if it's easy to lock up and contributes little braking performance?

It depends on your bike. Good training and practice is the best way to understand your braking performance, your own reaction times and improve your skill.

Shifting

Obviously in an emergency the primary goal is to stop as quickly as possible. However what about the distracted car driver behind texting on their phone? Make sure when you have stopped that you are in first gear and ready to get out of the way of any four-wheeled chaos that might come your way.

Engine braking

Nothing will slow you down faster than the front brake. Make sure you get the clutch in nice and early. Another good reason for whipping the clutch in is the tendency to keep the throttle on in a state of panic. I regularly reassure guilty motoDNA students that as long as the clutch is disengaged this doesn't matter as the bike will not drive forward.

Trail braking

Trail braking is a technique which is generally reserved for racers, used to slow the bike as quickly as possible from one speed (on the straight) to another (corner apex speed).

In applying this technique, a racer will approach a turn and at their braking marker apply full braking force, normally with the bike being upright. As they begin to turn in, they reduce brake pressure, easing off the brakes, decreasing or trailing the brake lever force as the bike lean angle increases until they get to the apex when they release the brake and apply the throttle.

Sounds easy enough in theory, but proper execution is complicated because it comes down to feel and remember these guys are doing this seamlessly, every lap on the limit! Trail braking is a handy skill to have and can be useful on the road in an emergency. Get training before you try this one.

Braking and turning

When emergency braking, you are asking a lot from the front tyre. If you need to swerve, best to get off the brakes and on them again. Again this is a highly skilled manoeuvre. Seek training and practise hard.

Ergonomics

I have seen plenty of examples of the front brake lever not properly adjusted or simply too far away from the rider's hands. This means the rider has to stretch to reach the lever delaying the braking process. This is especially important for women who generally have smaller hands. Make sure your front brake lever is in the ideal position.

Road surface

Other factors such as road surface characteristics and other elements between the road and the tyre such as water, gravel and oil play an important part in braking efficiency. In the real world it's a big ask to emergency brake on these surfaces. Experience, skill or ABS will define your outcome. Improve the first two with training.

Anti-lock brakes

It's questionable whether anti-lock brakes can out-perform a skilled rider. However on the road, with the unknowns in grip levels, anti-lock brakes are simply one of the best safety additions for riding a motorcycle.

Real world

In the real world you don't know when you will need to emergency brake.

Thus, your total stopping distance will include a couple of extra elements such as perception and reaction times.

Perception time is the time taken to realise you need to react to a potential hazard. Reaction time equates to the distance travelled from the time you become aware of a hazard until you apply the brakes.

Perception and reaction times can vary with age and are typically 1-2 seconds.

Higher speed equals more distance travelled. At 100km/h, one second equates to nearly 30 metres! That's almost 60m before you even start braking.

Tips for braking

It's possible to lock the front tyre by grabbing the brake lever too quickly, before the bike has had time to pitch.

So first get off the throttle and initiate braking; this causes the bike to pitch transferring weight and grip to the front tyre. Then squeeze the front lever progressively until you come to a stop. At the same time you will whip in the clutch, tapping down the gears until you are in first gear ready to escape from following four-wheel hazards, all this while applying light pressure on the rear brake.

It's best to practice using the front brake and clutch to begin with, then introduce the rear brake and downshifts.

Emergency braking is a must-have skill that motorcyclists should regularly practise. However, what about preventing the need to emergency brake in the first place?



Ride

JUST
WANNA
RIDE

Calendar

Go to <http://www.steelhorses.com.au> for the latest updates to the Ride Calendar.

AUGUST 2016

Sun	7	North	Ride Captain: <u>Mac</u> . <u>Caltex Carseldine Roadhouse</u> - <u>Yarraman</u> (lunch at the <u>Yarraman Royal Hotel</u>) - Home. 295km.
Sun	14	South	Ride Captain: <u>Jak</u> . <u>BP Servo at Yatala</u> - <u>Mudgeeraba</u> - Home. 180km.
Tues	16	MEETING	<u>Lord Stanley Hotel</u> . <u>994 Stanley Street East, East Brisbane</u> . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sun	21	West	This West Ride will most definitely be on!! Be at the meeting point by 9:00am. Further details will be announced later.
Sun	28	North	Ride Captain: <u>Mac</u> . <u>Caltex Carseldine Roadhouse</u> - <u>Kenilworth</u> (lunch at the <u>Kenilworth Hotel</u>) - Home. 246km.

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IMPORTANT DATES

Royal Queensland Show(Brisbane Area Only) (Public Holiday) Wednesday 10 August 2016

SEPTEMBER 2016

Sun	4	South	This South Ride will most definitely be on!! Be at the meeting point by 9:00am. Further details will be announced later. (Fathers Day)
Sun	11	West	This West Ride will most definitely be on!! Be at the meeting point by 9:00am. Further details will be announced later.
Sat	17	AGM	The Steel Horses <u>ANNUAL GENERAL MEETING..</u> To be held at the <u>Morrison Hotel</u> (<u>640 Stanley Street, Woolloongabba</u>). Complete details will be announced soon.
Sun	25	South	This South Ride will most definitely be on!! Be at the meeting point by 9:00am. Further details will be announced later.



I was so depressed last night thinking about Health Care Plans, the economy, the wars, lost jobs, lost savings, Social Security, retirement funds, etc. I ended up calling the Suicide HotLine. I had to press 1 for English. I was connected to a call centre in Pakistan. I told them I was suicidal.

They got excited and asked if I could drive a truck ...

A cowboy is sitting in a Spanish Canteena. While sipping his tequila, the cowboy noticed a sizzling, scrumptious looking platter being served at the next table. Not only did it look good, the smell was wonderful. He asked the waiter, "What is that you just served?"

The waiter replied, "Ah senior, you have excellent taste! Those are called 'Cojones de Toro', bull's testicles, from the bull fight this morning. A delicacy!"

The cowboy said, "What the heck, bring me an order."

The waiter replied, "I am so sorry senior. There is only one serving per day because there is only one bull fight each morning. If you come early and place your order, we will be sure to save you this delicacy."

The next morning, the cowboy returned, placed his order, and that evening was served the one and only special delicacy of the day. After a few bites, inspecting his platter, he called to the waiter and said, "These are delicious, but they are much, much smaller than the ones I saw you serve yesterday."

The waiter shrugged his shoulders and replied, "Si,Senior. Sometimes the bull wins ..."

A man was walking down the street when he was accosted by a particularly dirty and shabby-looking homeless man who quickly asked him for a couple of dollars for dinner.

The man took out his wallet, extracted ten dollars and asked the homeless man, "If I give you this money, will you buy some beer with it instead of dinner?"

"No! I stopped drinking years ago," the homeless man replied.

"Will you use it to go fishing instead of buying food?" the man asked.

"No, I don't waste time fishing," the homeless man said. "I need to spend all my time just trying to keep alive."

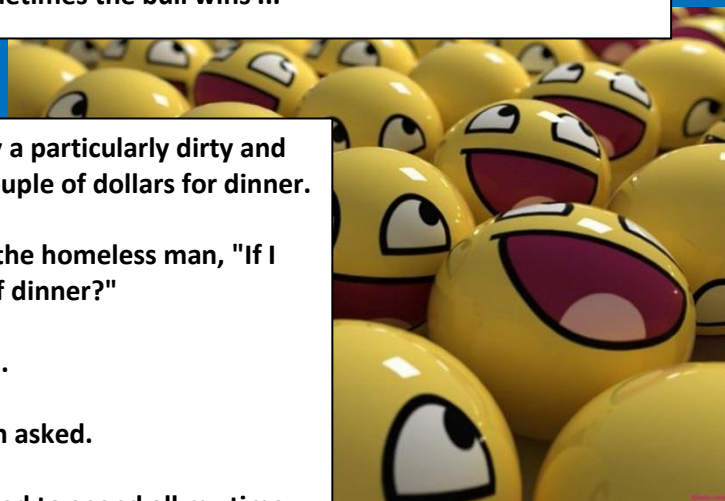
"Will you spend this on hunting instead of food?" the man asked.

"Are you NUTS!" replied the homeless man. "I haven't gone hunting in over 20 years!"

"Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a shower, a change of clothes and a terrific dinner cooked by my wife."

The homeless man was astounded. "Won't your wife be furious with you for doing that?"

The man replied, "That's OK. It's important for her to see what a man looks like after he has given up drinking, fishing, and hunting."



MORE JOKES!! 😊

A man was sitting on the edge of the bed, watching his wife, who was looking at herself in the mirror. Since her birthday was not far off he asked what she'd like to have for her birthday.

"I'd like to be eight again", she replied, still looking in the mirror.

On the morning of her birthday, he arose early, made her a nice big bowl of Coco Pops, and then took her to Adventure World theme park. What a day! He put her on every ride in the park; the Death Slide, the Wall of Fear, the Screaming Roller Coaster, everything there was.

Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake.

Then it was off to a movie, popcorn, a soda pop, and her favourite candy, M&M's. What a fabulous adventure!

Finally she wobbled home with her husband and collapsed into bed exhausted.

He leaned over his wife with a big smile and lovingly asked, "Well Dear, what was it like being eight again?"

Her eyes slowly opened and her expression suddenly changed. "I meant my dress size, you retard!!!!"

The moral of the story: Even when a man is listening, he is gonna get it wrong!

A man and a woman were sitting beside each other in the first class section of an airplane.

The woman sneezed, took out a tissue, gently wiped her nose, then visibly shuddered for ten to fifteen seconds.

The man went back to his reading. A few minutes later, the woman sneezed again, took a tissue, wiped her nose, then shuddered violently once more.

Assuming that the woman might have a cold, the man was still curious about the shuddering. A few more minutes passed when the woman sneezed yet again. As before, she took a tissue, wiped her nose, her body shaking even more than before.

Unable to restrain his curiosity, the man turned to the woman and said, "I couldn't help but notice that you've sneezed three times, wiped your nose and then shuddered violently. Are you OK?"

"I am sorry if I disturbed you. I have a very rare medical condition; whenever I sneeze I have an orgasm."

The man, more than a bit embarrassed, was still curious. "I have never heard of that condition before" he said. "Are you taking anything for it?"

The woman nodded, "Pepper."

