

# STEEL HORSES

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

**SEPTEMBER 2016**

**VOL 7, ISSUE 8**

**Ride Reports & Ride Photos!**

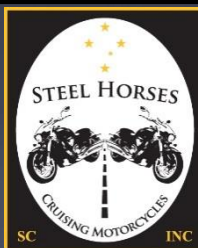
**Rowdy's amazing paintworks.**

**The Milwaukee Eight is launched!**

**Bigger than Ben Hur.**

**How to survive roadworks.**

**A timely message from Ynot.**







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Jak and Steiny

**Ride Captains North:**  
Mac and Hurricane

**Ride Captains West:**  
Sarge

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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](http://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.

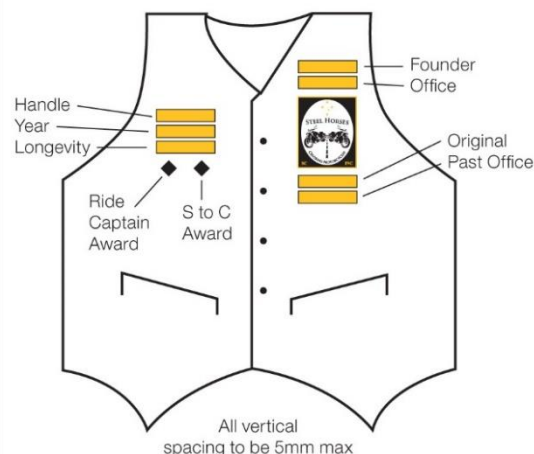
Currently, the joining fee is \$40 for all Members. All Members must wear a vest and Club Patch.

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

Cover photo by Kim: On the road to Alice Springs.

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

#### **STEEL HORSES PATCH PLACEMENT**







- \* Sarge's Slant.
- \* South Ride Report - Sunday 14th August 2016.
- \* West Ride Report - Sunday 21st August 2016.
- \* North Ride Report - Sunday 28th August 2016.
- \* South Ride Report - Sunday 4th September 2016.
- \* A raffle with OK odds?
- \* Rowdy's amazing paint job!
- \* Harley Davidson launches the *Milwaukee Eight*
- \* Bigger than Ben Hur!
- \* Birthdays.
- \* Photos from last year's Steel Horses AGM.
- \* Riding Tips - How to survive riding through roadworks.
- \* From the Archives - An important and timely reminder from Ynot.
- \* September & October Ride Calendar.
- \* Some jokes! :-)

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



# *Sarge's Slant*

## 2016 AGM

Steel Horses CMSC Members ...

Another year has gone by and we are now attending our 6th AGM.

The Club continues to motor along with the efforts of many members contributing to our ongoing journey together.

Once again my thanks to the various Ride Captains, Committee Members, Webmaster and all of the monthly raffle donators for their efforts as without these people we would be in a sorry state.

We have seen some of our members suffer some health issues and accidents this year and this has knocked them around a lot.

I am proud to say it has not deterred any one of them from climbing back in the saddle and this just demonstrates their commitment to motorcycles. I congratulate each of these members on their intestinal fortitude and continue to look forward to rides with each of them.

We have grown slightly in assets over the year with the Club now in possession of a versatile party trailer for events and rides that Steiny has volunteered to tow around for us, thanks Mate!

The Committee will change shape slightly in the next year as Steiny will take the reins as President and Jak is taking a rest from Riders delegate. I would like to thank Jak for performing the role of delegate and I appreciate the calm way he has managed issues and stuff over the last couple of years.

Some members have chosen not to renew their membership and this is a normal part of Club life as individuals circumstances change from time to time and different priorities on time and finances appear. All members who have not renewed are welcome to reapply if they chose to do so at the time that is right for them.

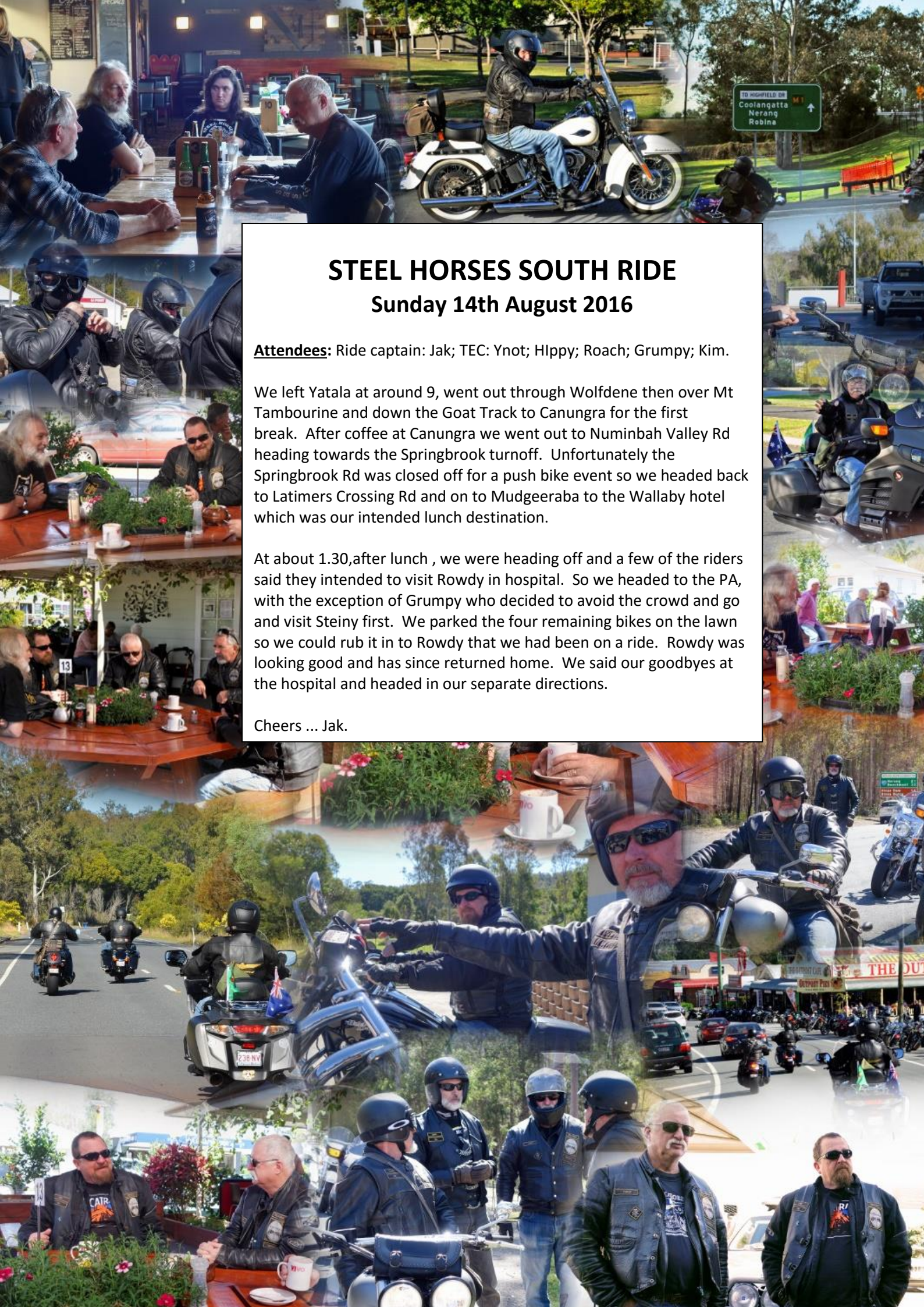
The popularity of the Tuesday and Friday "gatherings" continues to increase and I live in hope that our weekend rides gain the same attendance as these mid-week events. NEVER forget that the main reason we exist is to ride motorcycles together. That is not to say that Tuesdays and Fridays should not be attended or enjoyed, they most definitely should and I have joined this motley crew myself mid-week and discovered it is a great way to overcome the challenge of home chores and TV.

I will be actively supporting our new Committee going forward and encourage each member to participate in your Club as actively as you can while balancing the ongoing challenges that everyday life throws your way.

Stay well and upright and see ya on the next one.

Sarge.





## STEEL HORSES SOUTH RIDE

Sunday 14th August 2016

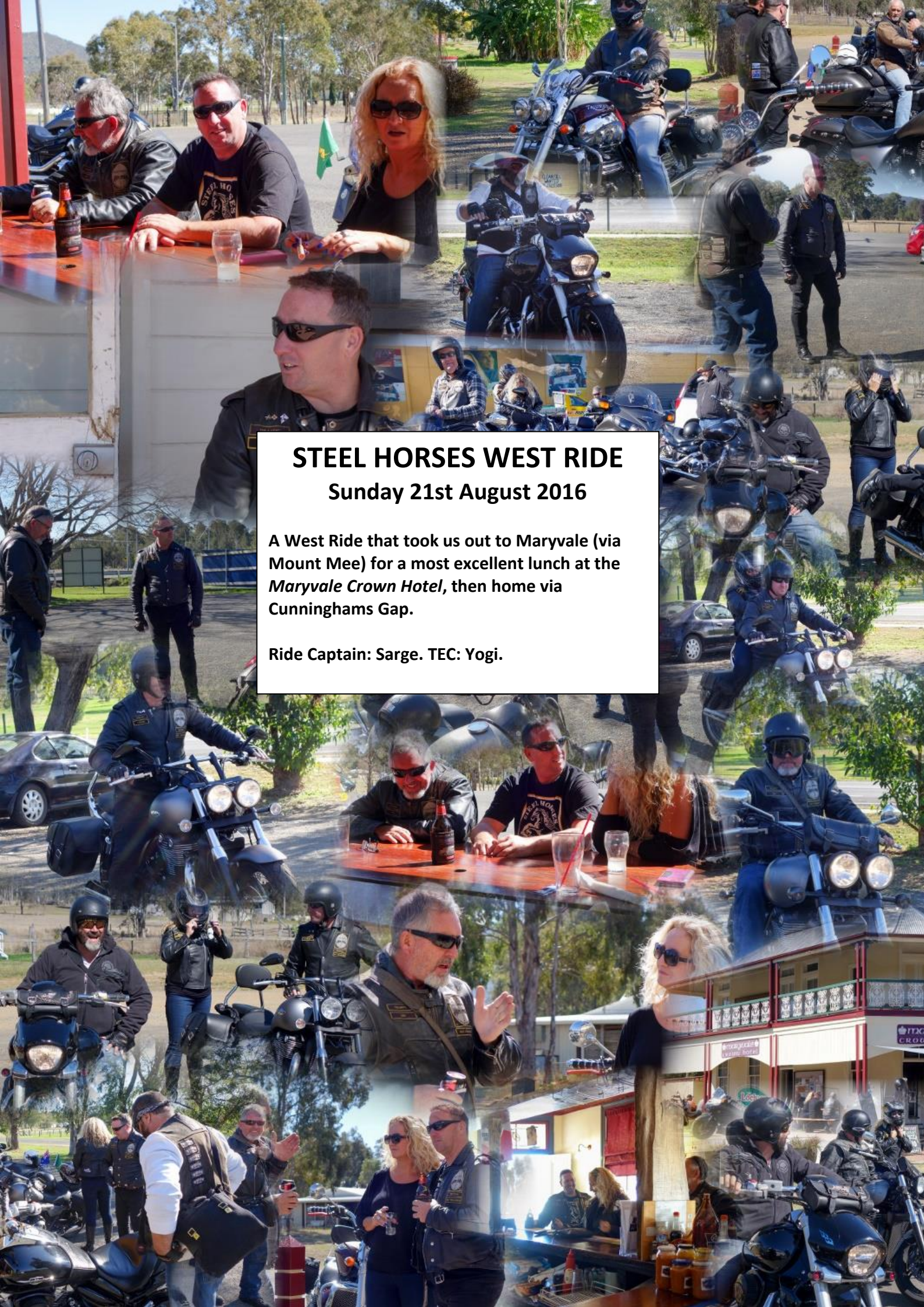
**Attendees:** Ride captain: Jak; TEC: Ynot; Hlppy; Roach; Grumpy; Kim.

We left Yatala at around 9, went out through Wolfdene then over Mt Tambourine and down the Goat Track to Canungra for the first break. After coffee at Canungra we went out to Numinbah Valley Rd heading towards the Springbrook turnoff. Unfortunately the Springbrook Rd was closed off for a push bike event so we headed back to Latimers Crossing Rd and on to Mudgeeraba to the Wallaby hotel which was our intended lunch destination.

At about 1.30, after lunch, we were heading off and a few of the riders said they intended to visit Rowdy in hospital. So we headed to the PA, with the exception of Grumpy who decided to avoid the crowd and go and visit Steiny first. We parked the four remaining bikes on the lawn so we could rub it in to Rowdy that we had been on a ride. Rowdy was looking good and has since returned home. We said our goodbyes at the hospital and headed in our separate directions.

Cheers ... Jak.





## STEEL HORSES WEST RIDE

Sunday 21st August 2016

A West Ride that took us out to Maryvale (via Mount Mee) for a most excellent lunch at the *Maryvale Crown Hotel*, then home via Cunninghams Gap.

Ride Captain: Sarge. TEC: Yogi.



# STEEL HORSES NORTH RIDE

Sunday 28th August 2016

Ride Captain: Hurricane

Members: Kim, Ace, Grumpy, Lucky J, Sarge (start only).

6 members were at the starting point on another beautiful Queensland Sunday morning. Unfortunately Sarge had to return home for family reasons but I figure he made an attempt so I am counting him in.

I had decided to do something different and have a breakfast/brunch ride to Woodford instead of the usual all day affair. Brekkie is proving to be my favourite meal out these days, perhaps it is a sign of my age?

The gang headed off towards Woodford the usual way before taking the turn off at Wamuran and riding up the hill via Campbell Pockets Road. This is a great little run with lots of twisties and curves to add to the excitement, then it was down the hill to the D'Aguila highway and onto Woodford for Breakfast. We got stuck behind a car coming down the hill and I could feel the pressure from 2 (nameless riders) to make the



pass, sorry boys but you know my motto of never speeding!

After a hearty breakfast we did the loop around the back and then turned onto Commercial Flat Road where there was a breakout! For some reason this usually quiet road was like a busy highway and some of the boys later commented it was a bit 'hairy' in some places, remembering of course, I don't condone speeding!

We followed Old Gympie Road back to town and said our good byes at the twin BP's. A good day out and home early.

Hurricane



# STEEL HORSES SOUTH RIDE

Sunday 4th September 2016

**Attendees:** Jak, Sarge, Kim, Mac, Ynot.

We needed an auto-electrician on this ride. We met at the Yatala servo and one member who I won't name said he was burning out a fuse every so often when he turned the 'bars hard left on his F6B. Being the trooper he is he still went on the ride and had to replace the fuse a couple of times on the ride.

We went out through Maudsland and through Beechmont and stopped at Advancetown pub for the first break. At the break a second member, who I shall also not name, said he was having electrical power cut outs on his orange and black Sportster, so would leave us there and head home on the highway.

We headed down through the Numinbah valley with nothing exceptional happening apart from the tail end Charlie, who I shall also not name, rode past the ride captain on his Moroccan Gold Heritage Softail because he said we were holding him up.

After lunch at the Uki hotel we headed back over Mt Tomewin to our farewell stop at Coomera. Another great day on great roads with awesome weather and company.

Cheers ...

Jak.







## THESE ODDS MIGHT BE OK!

Harley-Davidson Australia is celebrating their first open event, the *Harley Days* rally in Wollongong (October 28-30) by giving away a *Low Rider S* (see the photos above). The *Low Rider S* is powered by a 110 *Screamin' Eagle* engine and is worth \$25,995 ride away. There's no question this is an extremely desirable machine!

To win, just purchase a *Harley Days* pin online for \$25 and you will automatically be entered in the draw. Customers are able to buy multiple pins to increase their chances of winning. You do not have to attend *Harley Days* to claim the prize, which will be drawn at the rally on Sunday October 30, at 3pm.

Anyone can buy a pin. You don't have to be going to the rally, and you don't have to be a HOG member. However, in practice probably most of the pin buyers will be those who are actually attending the rally. Harley expect 6,000 people to attend; but not all of those will be buying pins.

So your odds of winning this bike could be maybe less than 1 in 6,000, and probably less than 1 in 10,000. If so, that's pretty good odds!

**Go here if you want to buy a pin and enter the draw:**  
<https://tinyurl.com/Win-a-Harley-Low-Rider-S>

**Check out the details on our Ride Calendar if you want to join the other Steel Horses riders who will be attending the HOG rally in October:**  
[http://www.steelhorses.com.au/ride\\_calendar.html#1610](http://www.steelhorses.com.au/ride_calendar.html#1610)





**As most of you would be aware by now, Rowdy  
has finished repainting his bike. All done by  
himself in his garage. What a magnificent effort!  
Well done, Rowdy.  
It really looks totally fantastic!**



# Harley-Davidson launches Milwaukee Eight

by Mark Hinchliffe

24 Aug 2016

<http://motorbikewriter.com/harley-davidson-launches-milwaukee-eight/>

As predicted recently, Harley-Davidson is increasing the size of its engines to 107 cubes (1745cc) and 114 cubes (1870cc) with four valves per cylinder.

It's called the Milwaukee-Eight (referring to the number of valves) and is the ninth in the lineage of the company's iconic Big Twin engines.

The 107 will be introduced in the Touring range which will be officially launched next week in Seattle, USA, with all-new front and rear suspension and an assist and slip hydraulic clutch.

2017 Harley-Davidson Touring models get the 107 Milwaukee Eight engine

2017 Harley-Davidson Touring models get the 107 Milwaukee Eight engine

The new emulsion-technology rear shock absorbers offer 15 to 30% more pre-load adjustment, with a single knob to hydraulically adjust pre-load.

Harley product guru Paul James says that, once set, the pre-load "will not leak down or require further adjustment".

The front suspension features new Showa SDBV suspension technology that delivers the "damping performance of a racing-style cartridge fork with linear damping characteristics and reduced weight".



Harley-Davidson Australia has also announced the 2017 model Street 500 learner-approved motorcycle will also get ABS and an immobiliser smart key, all 2017 Softails will come with the High Output Twin Cam 103 engine and the S Series cruisers will retain the Screamin' Eagle Twin Cam 110 engine. There appear no other changes to the 2017 Dyna, V-Rod and Sportster families, except maybe some new colours.

The new line-up of CVO models come with the 114-cube Milwaukee Eight engine and consists of the Limited, Street Glide and Pro Street Breakout.

The Limited and Street Glide get the new Touring suspension, while the Street Glide also gets a four-speaker, 600-watt Boom! Audio system, power locks for the saddlebags and fork controlled by a single security and locking key fob, and a re-styled seat cover.

The 2017 CVO Pro Street Breakout comes in three finish choices including a new Starfire Black/Scorched Apple combination.





refined.

Although Harley doesn't provide power figures, US Environmental Protection Agency data shows the 1746cc engine produces 92.5hp (69kW) at 5000rpm, compared with the previous 1688cc Twin Cam's EPA-rated 80.5hp (60kW) at 4000 rpm. The CVO 114-cube 1868cc engine is EPA-rated at 100.6hp (75kW) at 5000rpm compared with the current 1802cc engine's 87.2hp (65kW) at 4000rpm.

It is expected that the new engines will meet the tougher Euro IV emissions standards in the European Union, which comes into effect for existing models on January 1, 2017.

Here is the official Harley Milwaukee Eight press release:

*An all-new design, the Milwaukee-Eight engine offers quicker throttle response, more passing power, purer sound, a smoother ride and more of the feeling riders want from a Harley-Davidson Touring motorcycle engine.*

*"The guiding principle behind the Milwaukee-Eight engine was our voice of customer research from every region of the world," said Scott Miller, Harley-Davidson Vice-President of Styling and Product Development Strategy. "Riders asked us to create a new engine designed to enhance their motorcycle touring experience in every way. Those same voices also demanded that we stay true to our legacy and respect the defining elements of a Harley-Davidson V-Twin. It was a big challenge, but one we've met. With the Milwaukee-Eight, a new era of Harley-Davidson power, performance and innovation has been forged."*

*"We've listened to the needs of Australian Touring riders and what it takes to provide the ultimate touring experience. The launch of the Milwaukee-Eight and the increased power this engine delivers will redefine the Harley-Davidson Touring experience for our riders," said Adam Wright, Director Marketing, Australia and New Zealand.*

Harley-Davidson Australia and New Zealand spokesman David Turney says pricing will be released in the first week of September and the bikes will start arriving in Australian dealerships in late September and early October.

"We're working hard to maintain the pricing at the levels we are at, despite the upgrades," he says.

Harley claims the Milwaukee Eight engine will have increased power, but retain the "iconic look, sound and feel of its predecessors". They also claim it will be cooler, faster slimmer and more





New Milwaukee-Eight engines will power every 2017 Harley-Davidson Touring (and in New Zealand only, Trike motorcycle models). Milwaukee-Eight engines will be offered in two displacements and three variations:



- Milwaukee-Eight 107 (107 CID, 1745cc) featuring precision oil-cooled cylinder heads for the Street Glide Special, Road Glide Special, Road King (and in New Zealand only, Freewheeler);
- Twin-Cooled Milwaukee-Eight 107 (107 CID, 1745cc) featuring liquid-cooled cylinder heads for the Ultra Limited, (and in New Zealand only, Tri Glide Ultra); and
- Twin-Cooled Milwaukee-Eight 114 (114 CID, 1870cc) featuring liquid-cooled cylinder heads for the CVO Limited and CVO Street Glide models.

### **More Power**

Each Milwaukee-Eight engine produces 10% more torque than the engine it replaces in Touring models (varies per model). In addition to increased displacement, the Milwaukee-Eight engine features a higher compression ratio and four-valve cylinder heads with 50% more intake and exhaust flow capacity. The valve train requires no adjustment as the design of the rocker arms enables valve lash to be set at the factory for life. Dual spark plugs for each cylinder contribute to more-efficient combustion. A single chain-driven camshaft is lighter, mechanically less complex and creates less friction and noise.

"The Milwaukee-Eight engine retains the classic Harley-Davidson 45-degree V-Twin design," said Alex Bozmoski, Harley-Davidson Chief Powertrain Engineer, who led the development team. "It also retains the power characteristic that is the real legacy of the Harley-Davidson Big Twin: strong low-end torque with a broad, flat power curve through the mid-range that's ideal for the Touring motorcycle rider."

### **Quicker Acceleration**

The Milwaukee-Eight engine weighs the same as the engines it replaces, so all of its extra power contributes directly to improved acceleration performance.

The Milwaukee-Eight 107 accelerates 11% quicker 0-100km/h, equal to a two- to three-bike length improvement, compared to the Twin Cam High Output 103.

The Milwaukee-Eight 114 accelerates 8% quicker 0-100.

### **Heat Management**

The Milwaukee-Eight engine offers improved rider and passenger thermal comfort due to reduced heat absorption, increased heat rejection and a redesigned exhaust system. Each Milwaukee-Eight engine features a precision cooling strategy based on the specific demands of the motorcycle model, using a targeted flow of either oil or liquid coolant around the hottest areas of the cylinder heads. A new knock sensor for each cylinder enables more-precise timing control. The rear exhaust pipe is re-positioned and the exhaust catalyst is relocated to move heat away from the passenger. Idle speed is lowered from 1000rpm to 850rpm.



### **Improved Fit**

*A new, slimmer primary drive cover and the low-profile shape of the air cleaner cover provide improved rider legroom around the engine and an easier reach to the ground for many riders. All Milwaukee-Eight powered models are fitted with an Assist and Slip Clutch with improved hydraulic actuation that reduces clutch lever effort by 7%.*

### **Reduced Vibration**

*The rubber-mounted Milwaukee-Eight engine features a single internal counter balancer that cancels 75% of primary vibration at idle for a more-refined feel and more-comfortable experience for rider and passengers while retaining the classic character of Harley V-Twin engines.*

### **Richer Exhaust Note**

*Lighter valves, a single camshaft, optimised cover designs and improved driveline components eliminate mechanical powertrain noise. The engine intake and air cleaner are designed to reduce intake sound while ensuring maximum air flow. As a result, the new Milwaukee-Eight engine is mechanically quieter, enabling a richer exhaust tone, and meets all global noise and emissions standards while allowing the unmistakable rumble of its exhaust note to resonate.*

### **Improved Charging**

*The Milwaukee-Eight engine charging system delivers 50% more output to the battery at idle to better support the power demands of Touring riders, including accessory lighting, performance audio, and heated gear and other accessories.*

### **New Engine Styling**

*The Milwaukee-Eight engine features sleek, modern styling that respects the heritage of previous Harley-Davidson Big Twin engines.*

*"The Milwaukee-Eight engine is styled to project power," said Brad Richards, Harley-Davidson Director of Styling. "I compare it to the back of a swimmer, lean in the waist but broad and muscular in the shoulders."*

*"The rocker covers look like skin stretched taut over muscle, like the rocker arms are about to burst out of the engine," said Richards. "For the first time since the Knucklehead, the rocker covers reflect the action going on below. And they are massive. When you sit on the bike you can look down and see more of this engine."*







## **BIGGER THAN BEN HUR!**

The Steel Horses Tuesday morning rides to Mount Glorious just keep getting bigger and better!

We meet every Tuesday morning at about 9:30am at the BP Servo at 850 Waterworks Road, The Gap. Depart 10:00am sharp!

**Join us if you can!**



A collage of birthday-themed images. At the top left is a chocolate cake with white frosting and several lit blue candles. To its right is a pink cake with three lit candles. On the far right is a white cake with red cherries and lit candles. In the center, a golden retriever dog wears a blue party hat with a pom-pom and has colorful confetti on its head. The background is filled with various 'Happy Birthday' text overlays in different fonts and colors, including a large, colorful, bubbly font in the center and a circular pink stamp in the bottom left corner that reads 'HAPPY BIRTHDAY' around a cake illustration.

There were no club members who had a birthday in September!

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A club's Annual General Meeting is always an important event, as it is for Steel Horses.

Here are some photos taken at the 2015 Steel Horses AGM last September.

See you at the 2016 AGM on 17th September!





# Riding Tips

## How to survive riding through roadworks

by Mark Hinchliffe

27 Aug, 2015

<http://motorbikewriter.com/how-to-ride-through-roadworks/>



No matter where you travel, it is inevitable that you will come to roadworks where there is some gravel, which could be dangerous for road bikes.

While the construction crew should provide a safe alternate route for ALL road users, including motorcycles, this isn't always the case.

I've had to ride sports bikes through loose ungraded road base, a massive cruiser through slippery graded clay and a scooter over freshly watered gravel, because there has been no alternative route to the roadworks.

It can be done, but it is a daunting prospect for many road riders who have never ridden off road before and don't have the necessary skills.

So here are some things you can do to ensure you get through roadworks without dropping your bike.

- **Breathe.** You will get through this, but first you have to breathe deeply, **relax your shoulders and handlebar grip**, and don't get too stressed. The more relaxed you are, the less likely you will overreact to any bike movements. **It's important to let the bike squirrel around a little bit.**
- **Leave a gap.** If you are in a conga line of traffic, don't tailgate. Leave a fair gap to the motorist in front and if you are being followed closely by a vehicle, turn around and ask them to back off while you get through or they could run over you if you do drop the bike.





- **Be smooth.** Accelerate, change gears, brake and steer smoothly. Sharp inputs can have drastic effects.
- **Don't paddle.** Keep your feet on the footpegs. This gives you more control. Paddling with your feet will only slow you down and may not prevent you from falling, anyhow.
- **Look ahead.** Don't look down or that's where you will end up. Keep an eye ahead so your bike goes where you are looking. It also helps you identify any obstacles such as ruts, mud or deep gravel/sand.



- **Accelerate.** Ride into the roadworks very slowly so you can gradually increase your speed without having to touch your brakes. By applying a bit of throttle through the roadworks, you control the bike though the back wheel and keep pressure off the front, preventing it from tucking under.
- **Don't brake.** Only if absolutely necessary, should you apply the brake. And then, it should be smooth and mainly rear brake.
- **Turn slowly.** If the roadworks goes around a corner, you will have to turn, but try to make a big arc through the corner by staying in the outside wheel track.
- **Pick a wheel track.** Even if you go around a corner and need to arc out the angle a bit, try not to get out of the wheel tracks as these are drier and firmer.



Once you've mastered roadworks, you shouldn't be daunted when the road gets wet or turns to gravel for a short stretch as these same rules can be applied to any slippery surface.



# From the Archives

**This is an extremely useful article by Ynot that has been previously published in at least 2 earlier newsletters (March 2011 and April 2012).**

**Its content is still totally relevant.**

**What Ynot has written here is still absolutely applicable today. It is reproduced here (word for word) because all members need to be reminded about this stuff from time to time.**

**Read it carefully!**

## **REMINDER FROM YNOT From the April 2012 newsletter**

*This is an article I wrote for the Newsletter for March 2011. Since that date we have welcomed several new members into the club and have some new Ride Captains who have probably not read the original article. I have also had several requests to produce the article again as a reminder to all members about how rides should be conducted. This information is a clarification of the ride rules covered in by law (guideline) 20 b.*

### **YNOT'S BLURB (March 2011)**



At a recent Management Committee meeting, at which Ride Captains were present, there was extensive discussion regarding the way in which our rides are conducted. This discussion was deemed necessary as a result of feelings of frustration being experienced by some members. The meeting agreed that in future, Ride Captains would exert the authority granted to them under the relevant guidelines. In particular the following actions would be immediately implemented.



## ***YNOT'S BLURB (from March 2011 and April 2012) ... continued:***

### **Ride preparation & ride briefing**

The Ride Captain will arrive at the meeting point 30 minutes before departure time in order to welcome members and visitors, deliver the pre-ride briefing and appoint a Tail-End Charlie. The Ride Captain should be sufficiently prepared so that they can inform all participants of the expected behaviour on the ride, where the ride will be going to, including all stops and breaks, and brief Tail End Charlie with the details of the ride. All members have an obligation to be familiar with the ride rules and the subsequent expected behaviour on the ride, and should listen attentively to the Ride Captain's instructions. All visitors will be provided with sufficient coverage of the ride rules to enable them to conform to the group-riding experience.

### **Keeping a following rider in view**

The existing ride rules state that "Riders should keep the following rider in view whenever possible".

The intention of this ride rule is firstly, to ensure that if a rider gets into difficulty there will be others



available to offer assistance if required, and secondly, to help keep the group together and ride as a club. Unfortunately, this is probably the most violated rule. Visitors and new members don't understand it or are hesitant to adhere to it for fear of being left behind, and many existing members just seem to ignore it. It is difficult to always keep a rider in view for many reasons such as: heavy traffic in the suburbs and on freeways, traffic lights splitting the group, winding roads, different riding skills experience and confidence of individual riders.

Keeping the group together in heavy traffic is a demanding skill and involves the Ride Captain and Tail End Charlie working together, utilising wing riders to mark corners, and stopping at pre-arranged destinations to allow the riders to re-group. This works well if all riders conscientiously attempt to catch up when split from the group.

A problem often occurs when some riders persistently ride below the legal speed limit, or leave unreasonably large gaps between themselves and the rider in front, especially when there are no apparent impediments to safe riding. If this occurs the Tail End Charlie will report the incident to the

Ride Captain who will take appropriate action. When riders persistently ride slower than the group, it is unfair to apply the "keep the following rider in view" ride rule, because the whole group must slow down to the speed of the slowest rider. Corner markers, Tail End Charlie, and riders become frustrated if they are repeatedly waiting for the stragglers, and the enjoyment of the ride is jeopardised. The remedy for persistently slow riders and those who repeatedly lose contact with the group, will be for the Ride Captain to ask them to either catch up, or to arrange to meet them at a predetermined location, bum





## ***YNOT'S BLURB (from March 2011 and April 2012) ... continued:***



break, or meal destination. At this time Tail End Charlie can either choose to rejoin the group or stay with the stragglers.

The same will apply to riders who are less confident traversing winding roads.

There will be no attempt to encourage riders to exceed the legal speed limit, take excessive risks, or ride in an unsafe manner, but the group must be allowed to progress at a rate that satisfies the majority of riders. If the Ride Captain has sufficiently

briefed the group at the start of the ride and at bum breaks, all riders will know where the catch-up locations will be and re-grouping can occur.

### **Variety of rider abilities and experience**

The club advertises that we welcome riders of all abilities and experience. If we are committed to this statement, then we must be prepared to offer encouragement, and nurturing to new members and visitors who lack the experience of riding in a group. There are several members willing to fulfil this role as mentor and provide assistance if required. If treated with respect and understanding it should not take too long for new, inexperienced riders to develop the skills necessary to confidently ride with the group. The requirement for prospective new members to commence and complete a minimum of four rides prior to joining the club should provide mentors, Ride Captains and prospective members with sufficient time to decide whether group riding is for them.

### **Readiness of riders at start of ride, and after bum breaks**

Another issue that slows down a ride concerns the readiness of riders to start the ride, or recommence the ride after a bum break. At the start of a ride, the Ride Captain must be at the meeting point 30 minutes prior to the start of the ride. This allows him/her to greet riders and visitors, allow the necessary briefing session, and sort out the details of a flexible ride, if there is one. It is the riders' responsibility to arrive at the meeting point in sufficient time to fuel-up, feed themselves, listen to the ride briefing, and carry out their own ride preparations. The group should be ready to leave at the pre-arranged time, and the Ride Captain should be prepared to enforce this. If a rider communicates that they are running late, the Ride Captain can arrange to meet them at a venue along the planned route. The group should not be delayed because one person is running late.

During a bum break or meal break, the Ride Captain should clearly state the duration of the break and at what time the group is leaving. Some Ride Captains currently do this very well and even give a five-minute reminder call. If riders are not ready on time, then the group should leave without them, and the onus is on the stragglers to catch up.







### **Termination of ride**

Another ride issue is the termination of the ride. Riders are free to leave the ride at any time, especially if they do not have time to complete the whole ride. If a rider plans to leave the ride early, they should tell the Ride Captain of their intention, so that the group is not held up wondering what has happened to them. Those riders who wish to complete the whole ride are entitled to expect that a ride will start and finish at approximately the same place, and Ride Captains will endeavour to achieve this where practical. It is understood that towards the end of a ride, riders will leave a ride as they get close to home, in order to avoid unnecessary backtracking, but the planned end ride point should be within a reasonable distance to the starting point. We do have a tradition of saying goodbye and thank you at the end of a ride, and this is a courtesy that should be maintained. The Ride Captains put in a lot of effort in designing and conducting rides, and deserve at least a thank you at the end of the day.

### **We are a democratic club**

As a democratic club, our aim is to satisfy the majority of members most of the time. It is impossible to satisfy all the members all of the time, and the Management Committee and Ride Captains would drive themselves nuts trying to achieve this unreasonable goal. Unfortunately the way in which we have tried to conduct our rides to date was by satisfying the minority of riders all the time. This was sometimes to the detriment of the majority of riders. By adopting the above actions we will satisfy most of the riders most of the time, and hopefully simultaneously nurture the minority so that they can eventually join the majority.



I look forward to your cooperation.

**YNOT**



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

Ride

Calendar

#### SEPTEMBER 2016

Sun	4	South	Ride Captain: <a href="#">Jak</a> . <a href="#">BP Servo at Yatala</a> - <a href="#">Tyalgum</a> (lunch at the <a href="#">Tyalgum Hotel</a> ) - Home. 220km. (Fathers Day)
Sun	11	West	Complete information about this ride will be detailed here about 5 days before the event. Check this space during the week before this ride!
Sat	17	AGM	The Steel Horses ANNUAL GENERAL MEETING. To be held at the <a href="#">Morrison Hotel</a> (640 Stanley Street, Woolloongabba). The AGM will start at 6:00pm sharp. Contact <a href="#">Sugar</a> (0417 636 158) for more details. Email: <a href="mailto:sarge44@bigpond.net.au">sarge44@bigpond.net.au</a> .
Sun	25	South <a href="#">Obi Obi Motorcycle Show</a> .	This scheduled South Ride has been replaced with a ride to the <a href="#">Obi Obi Motorcycle Show</a> . Ride Captain: <a href="#">Hurricane</a> . Start time will be 9:00am at the usual NORTH RIDE meeting point: the <a href="#">Caltex Carseldine Roadhouse</a> (1754 Gympie Rd, Carseldine QLD 4034) The <a href="#">Obi Obi Motorcycle Show</a> will be a family friendly event, with food and coffee available, a band and a bar (as well as the show 'n shine competitions). Entry is a reasonable \$5. The event starts at 9am. Many of the people organising the motorcycle show also helped run the popular Mapleton bike shows through the 1990s, raising more than \$20,000 for the Mapleton community. See you at the <a href="#">meeting point</a> at 9:00am!

#### OCTOBER 2016

Sun	2	West	Complete information about this ride will be detailed here about 5 days before the event. Check this space during the week before this ride!
Sun	9	North	Ride Captain: <a href="#">Mac</a> . <a href="#">Caltex Carseldine Roadhouse</a> - <a href="#">Samford Valley Hotel</a> (via <a href="#">Redcliffe</a> and <a href="#">Dayboro</a> ) - Home. 140 klms (2.5 hrs). Ride ends at Samford and members can make their way home early.
Sun	16	South	Ride Captain: <a href="#">Jak</a> . <a href="#">BP Servo at Yatala</a> - <a href="#">Murwillumbah</a> - Home. 204km.
Tues	18	MEETING	<a href="#">Lord Stanley Hotel</a> . <a href="#">994 Stanley Street East, East Brisbane</a> . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sun	23	West	Complete information about this ride will be detailed here about 5 days before the event. Check this space during the week before this ride!
Fri - Sun	28 - 30	<a href="#">HOG HEAVEN!</a>	The 3-day <a href="#">HARLEY DAVIDSON HOG NATIONAL RALLY</a> . The 2016 event is completely different in that it is open to <u>ALL MAKES of motorcycles!</u> You do <u>NOT</u> have to own a Harley! You do <u>NOT</u> have to be a HOG member! This year it's being held in <a href="#">Wollongong</a> (a short <a href="#">1,029km ride</a> ride for Brisbaneites). If last year's <a href="#">2015 Tamworth event</a> was any indication how a National Rally is to be held, then this National Rally at Wollongong should be a real doozy!!! WATCH THIS SPACE! More details will be added as they come to hand. UPDATE #01: 23rd January 2016 - There is now an official website for the <i>Australian Harley Days Rally</i> : <a href="http://www.australianharleydays.com.au/">http://www.australianharleydays.com.au/</a> UPDATE #02: 23rd June 2016 - <a href="#">Registration is now open</a> for Australia's biggest ever celebration of the world's favourite motorcycle brand. UPDATE #03: 30th June 2016 - There were 366 registrations in the first two days of online registration! This is going to be a BIG event! It's expected that 6000 people will attend the rally, with almost 50% being non-HOG members. <a href="#">There are a LOT of activities planned</a> , including road and static demo rides of Harley machines, dyno, merchandise, food and beverage stalls, and guided rides of the Illawarra coastal region south of Sydney. UPDATE #04: 4th August 2016 - <a href="#">Jak</a> has outlined the <a href="#">route details</a> that the Steel Horses members will be taking on the ride down to the Harley Days rally (and back), and he's also supplied a <a href="#">route map</a> . This is going to be an excellent ride! :-) There are already quite a few Steel Horses riders who will most definitely be riding down to Wollongong in October for this event. If you would like to join us please contact <a href="#">Jak</a> ( <a href="mailto:paul.home@optusnet.com.au">paul.home@optusnet.com.au</a> 0402 263 920).
Sun	30	North	Ride Captain: <a href="#">Mac</a> . <a href="#">Caltex Carseldine Roadhouse</a> - <a href="#">Kilcoy</a> (lunch at <a href="#">The Exchange Hotel</a> ) - Home. 254km.



## A FEW JOKES :-)

Eight Year Old Johnny is riding to school with his Mom in her Mini Van, when they are passed by a guy on a GoldWing. Little Johnny looks at his Mom and says "When I grow up, I'm going to be a GoldWinger". His Mom looks at it him and says "You have to make a decision. You can't do both!"

Today's Short Reading from the Bible ... from Genesis:

"And God promised men that good and obedient wives would be found in all corners of the earth". Then he made the earth round ... and he laughed and laughed and laughed!

Dan was a single guy living at home with his father and working in the family business. When he found out he was going to inherit a fortune when his sickly father died, he decided he needed to find a wife with whom to share his fortune.

One evening, at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away. "I may look like just an ordinary guy," he said to her. "But in just a few years my father will die and I will inherit \$200 million!"

Impressed, the woman asked for his business card and three weeks later, she became his stepmother. Women are so much better at financial planning than men.

The local Sheriff was looking for a new deputy. When a blonde walks in to try for the job, he asks her "OK, what is 1 and 1?" "Eleven", she replies. The Sheriff thinks to himself, "That's not what I wanted, but I guess she's right!"

"What two days of the week begin with the letter T?" he asks. "Today and Tomorrow", the blonde answers. The Sheriff is again surprised that the blonde has supplied a correct answer that had not even occurred to him.

"Now listen carefully, who killed Abe Lincoln?" he asks her. The blonde looks a little surprised. She thinks really hard for a minute and finally admits, "I don't know."

"Well, why don't you go home and work on that one for a while?"

So, the blonde wanders over to the beauty parlour, where her pals are waiting to hear the results of the interview. The blonde was exultant. "The interview went great!" she says. "First day on the job and I'm already working on a murder case!"

She says, "Please go to the store and buy one carton of milk and, if they have avocados, get six."

He returns with six cartons of milk.

She asks, "Why did you buy six cartons of milk?"

He says, "They had avocados."

If you're a woman, you will read this again. Men will get it the first time.

Wife texts husband on a cold winter's morning: "Windows frozen, won't open."

Husband texts back: "Gently pour some lukewarm water over it."

Wife texts back 5 minutes later: "Computer really screwed up now."





## MORE JOKES!! 😊

Ever since I was a child, I've always had a fear of someone under my bed at night. So I went to a shrink and told him "I've got problems. Every time I go to bed I think there's somebody under it. I'm scared. I think I'm going crazy."

"Just put yourself in my hands for one year," said the shrink. "Come talk to me three times a week and we should be able to get rid of those fears". "How much do you charge?" "Eighty dollars per visit," replied the doctor. "I'll think about it," I said.

Six months later, I met the doctor on the street. "Why didn't you come to see me about those fears you were having?" he asked. "Well, eighty bucks a visit three times a week for a year is an awful lot of money! A bartender cured me for \$10. I was so happy to have saved all that money that I bought me a new Goldwing."

"Is that so!" With a bit of an attitude he said, "and how, may I ask, did a bartender cure you?" I replied: "He told me to cut the legs off the bed! Ain't nobody under there now!!!"

STAY AWAY FROM THE SHRINKS. HAVE A DRINK & TALK TO A BARTENDER!

A married couple went to the hospital to have their baby delivered. Upon their arrival, the doctor said he had invented a new machine that would transfer a portion of the mothers pain to the baby's father. He asked if they were willing to try it out. they were both very much in favour of it.

The doctor set the pain transfer to 10%, for starters, explaining that even 10% was probably more pain the father had ever experienced before. However, as the labour progressed, the husband felt fine and asked the doctor to go ahead and "kick it up a notch."

The doctor then adjusted the machine to 20% pain transfer. The husband still feeling fine. The doctor checked the husbands blood pressure and was amazed at how well he was doing at this point, they decided to try for 50%. the husband continued to feel quite well.

Since the pain transfer was obviously helping out the wife considerably, the husband encouraged the doctor to transfer ALL the pain to him. The wife delivered a healthy baby boy with virtually no pain. She and her husband were ecstatic.

When they got home, the mailman was dead on the porch.

Tim decided to tie the knot with his long time girlfriend. One evening, after the honeymoon, he was assembling some loads for an upcoming hunt. His wife was standing there at the bench watching him. After a long period of silence she finally speaks. "Honey, I've been thinking, now that we are married I think it's time you quit hunting, shooting, hand loading and fishing. Maybe you should sell your guns and boat."

Tim gets this horrified look on his face. She says, "Darling, what's wrong?" Tim replies: "Just for a minute there you were sounding like my ex-wife."

"Ex wife!" she screams. "I didn't know you were married before!"

"I wasn't."

Joe says to Paddy: "Close your curtains the next time you're making love to your wife. The whole street was watching and laughing at you yesterday."

Paddy says: "Well the joke's on them stupid because I wasn't even at home yesterday."

