

STEEL HORSES

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

OCTOBER 2016

VOL 7, ISSUE 9



The 6th Steel Horses Annual General Meeting!





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Ride Captains North:

Hurricane and Axel

Ride Captains West:

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Monthly Meetings:

Steel Horses Cruising Motorcycles Social Club Inc meets every 3rd Tuesday at: Lord Stanley Hotel, East Brisbane, 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.

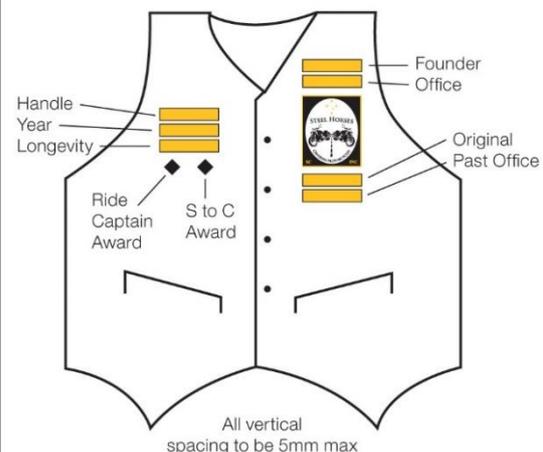
Currently, the joining fee is \$40 for all Members. All Members must wear a vest and Club Patch.

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

Cover photos taken at the Steel Horses Annual General Meeting 2016.

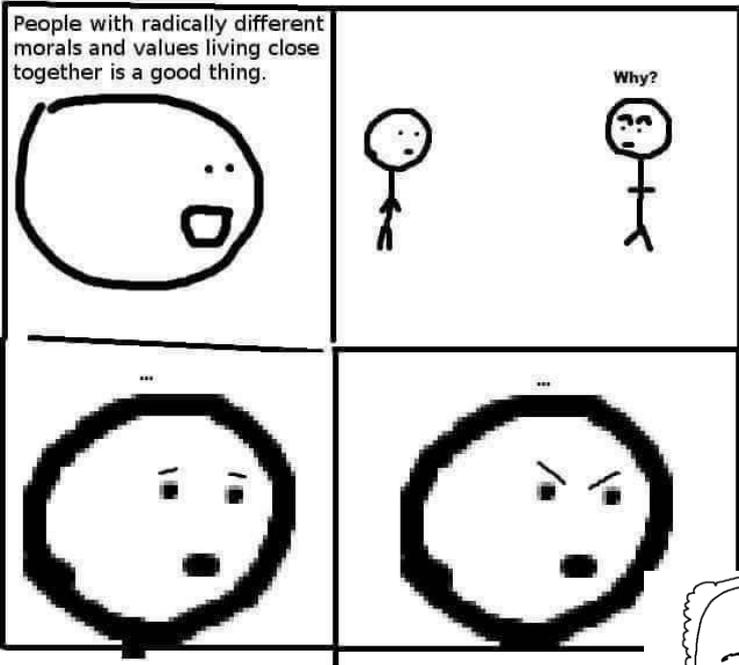
The opinions expressed in this newsletter are personal opinions and are not necessarily those held by SHCMSC Inc.

STEEL HORSES PATCH PLACEMENT





- * Steiny's Spiel (the President's Report).
- * West Ride - Sunday 11th September 2016.
- * Steel Horses AGM - Saturday 17th September 2016.
- * At the *Obi Obi Motorcycle Show* - Sunday 25th September 2016.
- * West Ride - Sunday 2nd October 2016.
- * North Ride - Sunday 9th October 2016
- * Is this a cruiser!?!?! A review of the extraordinary 2016 Ducati XDiavel.
- * *Harley and the Davidsons* movie review.
- * Birthdays.
- * Riding Tips -
- * From the Archives -
- * October and November Ride Calendar.
- * Some jokes! :-)



omg when will the cops stop shooting people who point guns at them



not all of these daily islamic terrorist attacks in europe have ties to isis so there really isn't an issue



STEINY'S SPIEL



Hi all ...

Well, here is my first rant as President of the club. Sarge has decided to take a well earned break, and I will do my best to fill the role. I would also like to welcome Mac to the committee as our new Secretary, and Hurricane as our new Riders Delegate.

The AGM was a great turnout, with probably a record number of attendees. There has been some speculation and debate lately about the pros and cons of having our AGM away somewhere, with some people arguing that we are a riding club and therefore should have our AGM away, as do a lot of other local clubs.

Others argue, and I'm inclined to agree with them, that as it is our main meeting of the year, we should make it as accessible to as many members as we possibly can by having it locally, thereby giving the younger families a better opportunity to arrange baby sitters for a few hours etc, to be able to attend.

I believe that this is possibly the main reason that we had such a good show at the AGM, and I'm not the only one who thinks this.

A night away also represents a significant cost factor by the time you consider the ride on the Saturday, dinner that night, accommodation, meals next day, fuel etc. even when the club does subsidise for the dinner. So this is something that will have to be discussed with the members at a future meeting.

We are looking at planning a few overnights in the coming months for those who are interested.

We have Grumpy's four day ride with all details on our Ride Calendar, as well as Jak's Hogs ride south also well detailed on the calendar (http://www.steelhorses.com.au/ride_calendar.html#1610).

As you all probably know, the club has purchased a new 7x4 galvanised trailer to accommodate all of our club BBQ gear, tables and chairs etc, to make our attendances at functions like Laverda a lot easier to set up.

I had also planned to hook it up to my ute and just "appear" at a certain spot for a surprise BBQ on some of our rides, just to add a bit of variety here and there, but that might have to wait for a bit longer until I'm a bit more mobile.

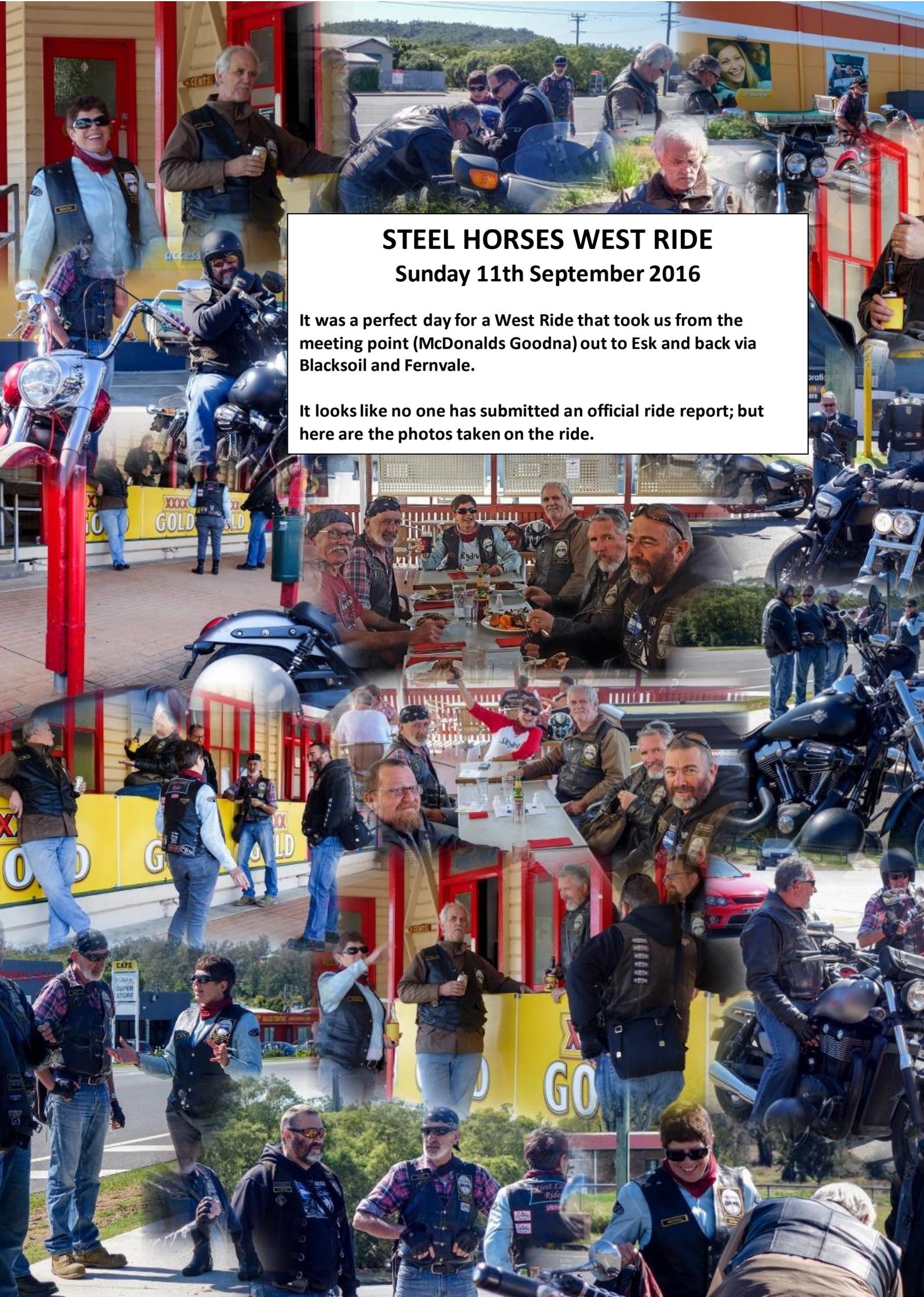
At the AGM, Sugar called for volunteers for ride captains for North and West and Axel and Sam were good enough to put their hand up respectively. Thanks guys. Axel had his first North ride as North ride captain yesterday, and by all reports, he did a very good job of it.

Sarge's recent bingle with a truck has left him off the road for a spell, and Yogi has volunteered to take his place as west ride captain to help Sam while he is recovering, and apparently he has a nice little ride prepared for those who show up for it.

I ask ALL ride captains to send in a report, no matter how short, to Mac, to let him know WHO was on the ride. Sugar needs this info for membership patches etc.

Hope to see you soon.

Cheers ... Steiny.



STEEL HORSES WEST RIDE

Sunday 11th September 2016

It was a perfect day for a West Ride that took us from the meeting point (McDonalds Goodna) out to Esk and back via Blacksoil and Fernvale.

It looks like no one has submitted an official ride report; but here are the photos taken on the ride.



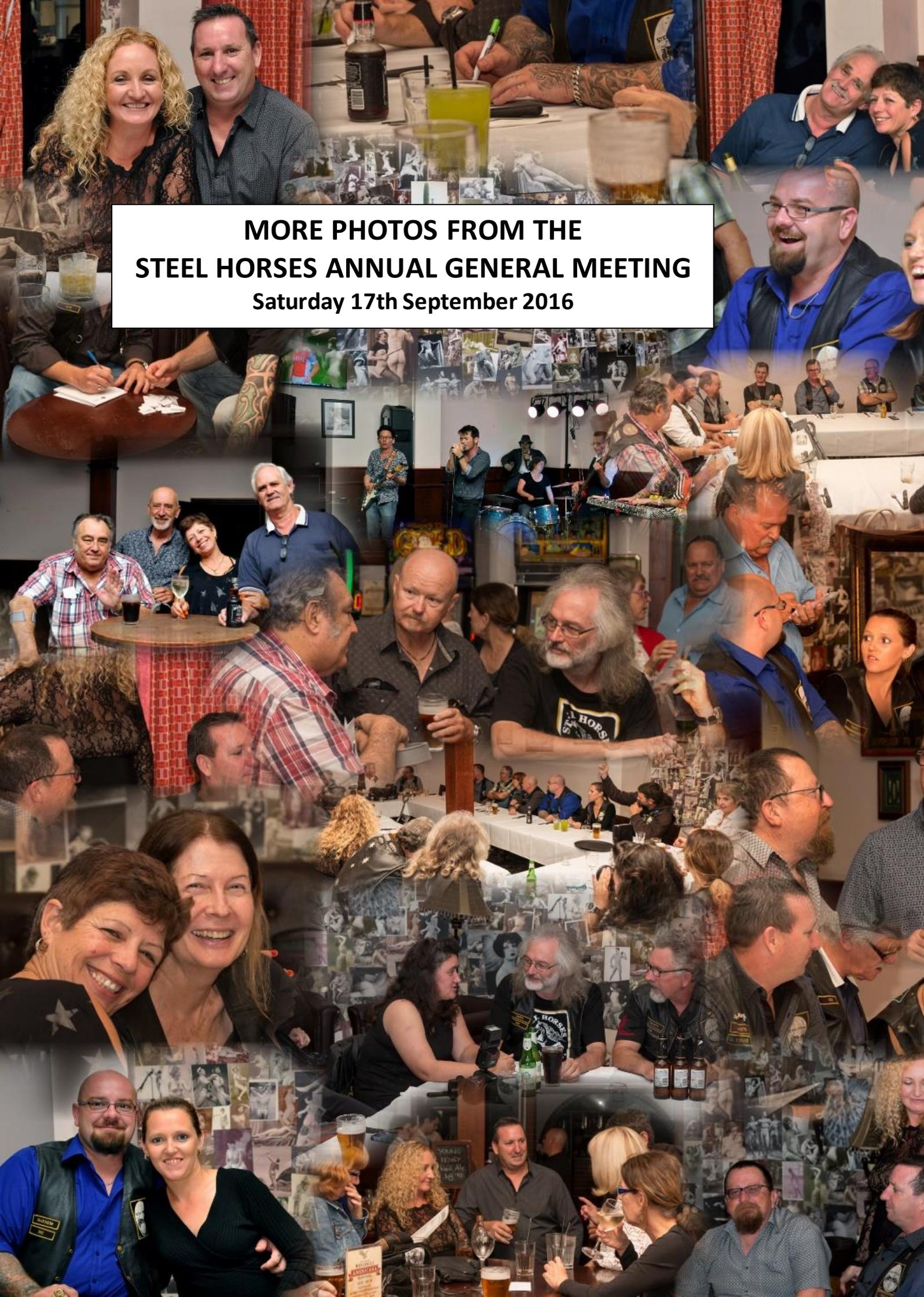
STEEL HORSES ANNUAL GENERAL MEETING

Saturday 17th September 2016

Held at the Morrison Hotel, Woolloongabba.

A most excellent night was had by all!

Here are some photos from the event.



**MORE PHOTOS FROM THE
STEEL HORSES ANNUAL GENERAL MEETING**
Saturday 17th September 2016

AT THE OBI OBI MOTORCYCLE SHOW

Sunday 25th September 2016

Ride Captain: Hurricane

Riders: Ace & Gemma (daughter), Yogi, Kim, Axel & Taden (son) and family, Paul Rodden (visitor).

This ride was actually a rescheduled South ride so in lieu we decided to head to the Obi Obi Motorbike show, which was being held to raise money for the local hall restoration.

As it was going to take us about 1.5 hrs to get to Obi Obi the ride went straight up the highway and turned off at Wild Mountain. Then we weaved our way up through Peachester and took the Bald Knob Road turn off up the hill to Maleny. I did a 'bum' rest check at the intersection but everyone indicated they were OK so we pressed on, I think a few would regret that as we still had 45 minutes of riding ahead of us. We continued on out to Kenilworth and you couldn't miss how green the landscape was, amazing what a bit of rain does. We finally arrived at Obi Obi and I noted a few of the boys were starting to wiggle in their seats, that will teach them, just as well Ynot was not there? We wondered around the bike show for a while as their was quite a good turn out, I think the organisers were very excited, the only trouble was you had to queue for food, so we decided to flag it and head to the Yandina Hotel. Axels wife and family meet us at the show and also decided to go to the hotel, which was fantastic and great to see how a ride can be integrated with family life. Well done to the Axel family.

After lunch it was a blat down the highway and home, some riders peeled off along the way but we had said our good byes so all were happy, need I say the obvious, another great North ride!

Hurricane





STEEL HORSES WEST RIDE

Sunday 2nd October 2016

A West Ride that took us from the meeting point (McDonalds Goodna) out to Gatton, and then Esk for lunch, and finally home via Blacksoil.

It looks like no one has submitted an official ride report; but here are the photos taken on the ride.

STEEL HORSES NORTH RIDE

Sunday 9th October 2016

Ride Captain: Axel

Riders: Drastic, Hurricane, Kim, Axel's son Tayden, and visitor Paul Rodden.

My very first ride as being a North Ride Captain!

We left from Carseldine, rode out through Samsonvale, on to Dayboro for a bum stop where the pub was not open yet.

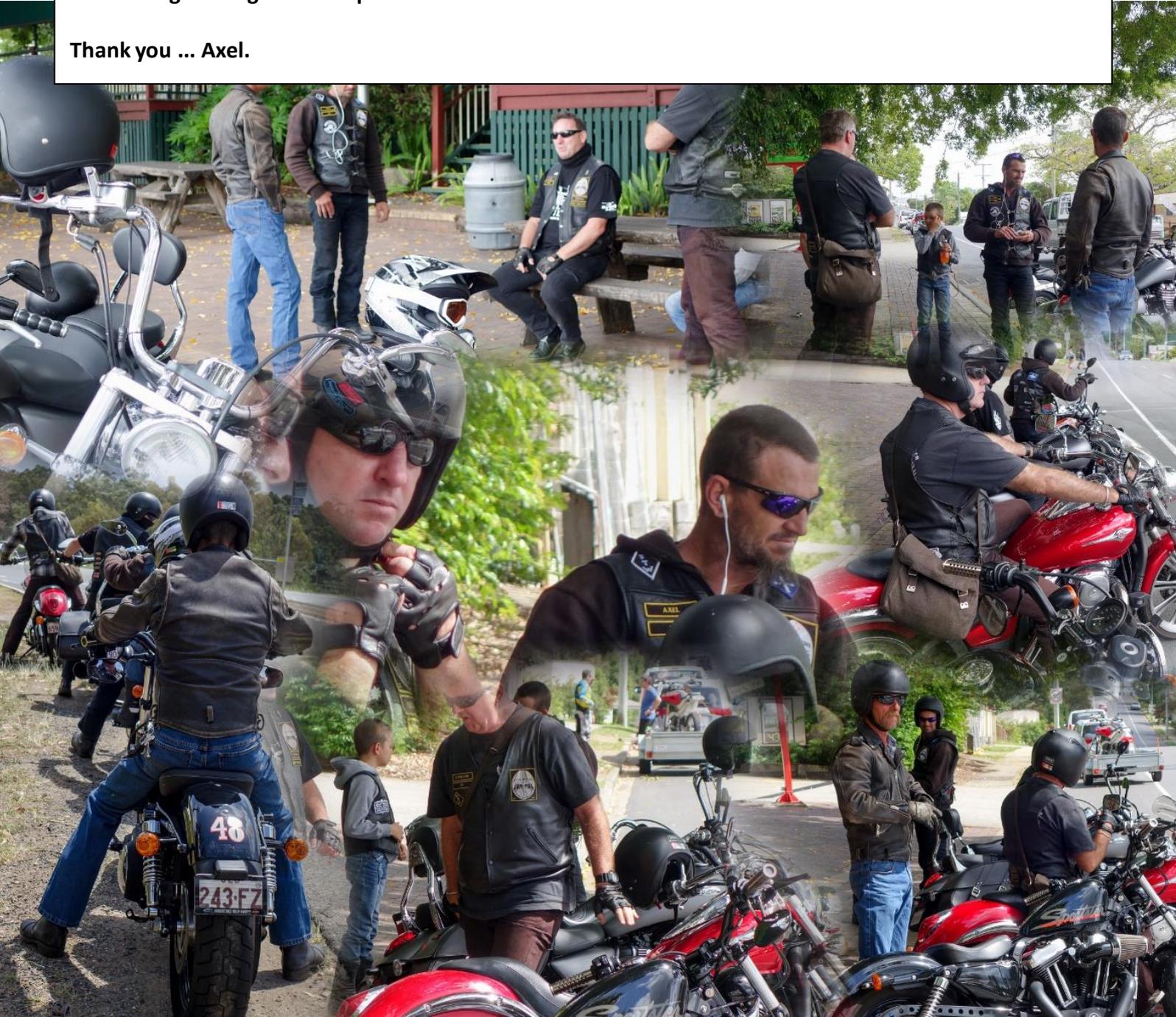
Then after a short break we continued on over Mount Mee, down Cambell Pocket Road to Wamuran, where we turned right to head towards Redcliffe for lunch.

We had a short detour into Deception Bay to my home, where I shouted all the boys a beer since the Dayboro pub was shut. From there on to Redcliffe to the Ambassador Hotel for lunch which was also our good bye stop.

Thank you to the members that attended. It was a good ride although a short one.

I'm no longer a virgin Ride Captain!

Thank you ... Axel.



Delivering almost 160hp in a 220kg bike, and a 40-degree cornering angle, it sure sounds (and looks) like a sports bike!

But, amazingly, with its forward footpegs, and a completely official factory designation of "cruiser", this incredible machine would be fully eligible to ride with Steel Horses!!

Australian 2016 Ducati XDiavel review.

By Jeff Ware

<http://bikereview.com.au/2016-ducatti-xdiavel-review/>

Are you an experienced rider? Are you looking for new thrills but ready to move on from sportsbikes? After something with style and Euro flair? Ducati have come up with the answer. Ladies and Gentlemen, this is the cruiser of all cruisers. This is the bike that defies feet forward riding. This thing is a real bastard!

Huh? A bastard? You read that right – Ducati have labelled their Jekyll and Hyde creation the XDiavel. The X represents the meeting of two opposite worlds, the cruiser world and the performance world.

The controls fall to hand and I fit right on the bike perfectly as we ride off. The adjustable 'pegs are in the standard position. All feels nice ...

Via easy navigation with the left switchblock I select Urban mode, which comes with an Urban dash display showing the basics needed for commuting, including a clock. 100hp and a soft throttle are uninspiring but just right for the peak hour traffic. It is 9:00am and we make our way out towards the 'Cross then head South to Brighton Le Sands and cruise along the coast to the Shire.

In traffic, the XDiavel is a big pussycat. Smooth, easy handling with none of the heavy, clumsy, lock-to-lock instability a feet forward cruiser usually gives at ultra low speeds. The clutch is heavy to the hand yet take up is smooth and fuelling is glitch free. There is no uncomfortable heat from the engine and the bike is well balanced.

In fact, although it is not at all what I would consider heavy, it hides its weight extremely well. Commuting is a breeze; only the mirrors are not big enough to see a wide enough area at a glance. Lane splitting is easy.

As speeds increase to 40 – 60km/h some vibes in the bars and pegs appear. Switching to Touring mode smooths these out but they reappear at higher speeds. The small trade off of a big L-twin.



Touring mode is fantastic for the outer suburbs and as I find out, on the freeway. With a softer throttle than Sport yet the full 156hp on tap, Touring is an easy option and that is where I would leave the XDiavel most of the time.

After 45-minutes of Urban riding the only niggle I'm having is a sore backside from the seat. Small complaint and there is a comfort seat available so problem solved for an owner.

There are some low frequency vibrations in the bars and pegs bang on 4000 – 4100rpm but these are easy to ride around using more rpm and a lower gear, or a taller gear and less rpm. Gearbox ratios are super wide to take advantage of that whopping torque curve and I spent most town time in first and second, while in the outer suburbs third and fourth. Freeway riding fifth was best at 110km/h.

Leaving the suburbs behind and heading into the hills, I switched to Sport mode. Wow! Wheelstands on a cruiser. WTF?



I was not prepared for just how amazingly fast this bastard is! I tell you, this thing is the most hard-core accelerating Ducati yet. From 4000rpm to 6000rpm you need to hold on and be ready to have your arms stretched. The top end is whopping and power doesn't flatten out until around the 8500rpm mark.

The XDiavel is seriously, seriously fast and you better be an experienced rider if you want to try and tame this animal. What happens at the throttle tube is instantly replicated at the rear wheel in Sport mode. Fast. Responsive. Crazy. Addictive.

The torque is endless and the electronics are so good that I found I could snap the throttle open on corner exit and let the DTC take over, with a rear wiggle and then the bike would fire me to the next corner like a bloody big cannon. It was hilarious fun and I could ride like that all day long! The steering is very stable under full acceleration and at high speed, even over bumps.

Of course, us journalists are a competitive bunch, so it wasn't long before the race was on and in the most responsible way possible we all turned from complete gentlemen to total bastards as we terrorised the hills racing each other to the next photo stop. At one point I was braking so hard into turns I started to get a sore neck and could not breath while braking – but the front-end just kept asking for more and more, deeper and deeper into turns. Initial turn-in is light and quick and the bike progresses to lean angle with no steps in lean progression and no surprises.

Once on its side the XDiavel remains stable and tracks through a turn with sportsbike skill. With 130mm of trail no wonder there is endless front mechanical grip and no sign of a front-end lose on the horizon front from the brilliant Pirelli Diablo Rosso II tyre, just confident feedback. Letting the brakes off, the bike settled quickly at the apex of a turn and could be stood up and fired off the turn at full throttle like a ballistic missile. The molded seat giving a G-Force feedback on the way out of the turn and the roar of the engine just so addictive.

The limiting factor I found was the performance of the Sachs shock, which struggled to provide control for the huge 8:00in rear wheel and 240-section tyre on stock settings, packing down and losing rebound control. More time to dial it out may have helped but personally I would upgrade the shock before anything else as an owner.

The 50mm Marzocchi forks were faultless, giving a controlled dive under heavy braking while soaking up road irregularities outside of braking area. A great set-up up front. We made no changes at all.

Braking is taken care of by top spec M50 Brembo's on the S and M32 on the standard bike. Both provide exceptional performance. I spent my day on an S and only sampled the standard model in Urban and freeway situations. The S brake package is certainly fantastic with strong initial bite and great feel throughout pressure modulation at the lever. The S version comes with extras such as the M50 calipers, DLC on forks, DRL headlight, Bluetooth, special seat material, machine finished frame plates, anodised swingarm, gloss black engine, 12-spoke wheels with machined highlights and billet mirrors. It also has gloss paint.

The ABS, which I pushed into numerous times for testing purposes, is fantastic and reliable.



Yes, you can ride the XDiavel like a sportsbike and ground clearance is fantastic for a cruiser – however, you must find the limit of clearance and keep it in mind at all times. In saying that, you will not find another cruiser on the planet that even comes close to the cornering capabilities of the XDiavel.



Gear changes are a long throw and cannot be rushed and you do need to slow your actions down while shifting but once you get in the groove, as far as riding experiences go, it doesn't get much more fun on the street for this type of bike. Finish is exceptional on both versions. Typical Ducati quality.

The dash is fantastic; looks are out of this world and overall a sensational bike that could be made perfect with a few very minimal tweaks. I would also run the rear bum stop at all times as without it a pillion could easily slip onto the rear tyre.

The coolest bit? Once out of the last set of corners and into the next town, it's a matter of sitting up, switching to Urban, kicking back in style and 'cruising' back to the city through the traffic again, as if nothing illegal ever happened...

An amazing motorcycle that really has no competitors at the moment!

ENGINE

The twin-cylinder Ducati Testastretta DVT 1262 is a completely new, Euro 4 type-approved engine featuring the DVT (Desmodromic Variable Timing) system. The DVT system independently varies the timing of both the intake camshaft and the exhaust camshaft thanks to the adoption of a valve timing adjuster applied on the ends of each of the two overhead cams.

The XDiavel has a displacement of 1262cc with bore-stroke measurements of 106 x 71.5mm (as opposed to the 106 x 67.9mm on the Ducati Testastretta DVT 1200). Compared to the Multistrada 1200 engine, it has a higher compression ratio, now 13:1 (as opposed to 12.5:1) however, it shares the same Bosch electronic injection system, featuring elliptical throttle-bodies with a 56 mm-equivalent diameter and a Ride-by-Wire system that has been recalibrated.

The top end of the Ducati Testastretta DVT 1262 has been given a thorough overhaul. Both cylinder-heads have frame attachments and the horizontal one has been redesigned so it can also support the further-forwards rider footpegs. The crankshaft features a new balancing system that, instead of the classic pads, uses ground steel plates.

The DVT also features the Dual Spark (DS) system (ie: two plugs per cylinder) and employs a secondary air system; the latter introduces fresh air into the exhaust duct to complete oxidation of unburned hydrocarbons and reduce the levels of pollutants such as HC and CO. Of course, the Ducati Testastretta DVT 1262 uses the Desmodromic engine valve closure system that has made Ducati famous all over the world. Thanks to this system the intake and exhaust valves are closed positively with the same precision and similar technique as to be found during valve opening.

The water pump has been positioned in the L between the two cylinders. Engineers and designers have strived to produce an engine as aesthetically clean as possible, leaving it in clear view at the centre of the bike. An auxiliary belt drives the new water pump that is, in turn, powered by the one of the timing belt pulleys. Flow has been optimised to ensure perfectly balanced coolant flow between the horizontal and vertical cylinders. Connection pipes and hoses have been hidden while the cylinders, which host the pump couplings, have a new internal circuit, the result of complex research into fluid dynamics.



For the very first time on a Ducati, transmission is of the belt type. To mount the front pulley the engine cover has been specially redesigned. The final 28/80 ratio corresponds to a drive ratio of 15/43. The XDiavel exhaust is a 2-in-1 system

with a chamber-type body and two tail pipes. Exhaust pipe routing leaves the engine in view; likewise, the central body has been positioned in front of the rear wheel, making it practically invisible.

Long service intervals have allowed Ducati to provide highly competitive maintenance scheduling; routine maintenance intervals have been extended to 15000km and valve adjustment to 30000km.

CHASSIS

The XDiavel features a steel tubular Trellis frame that employs the Ducati Testastretta DVT 1262 as a stressed member. The frame is attached to the engine at the two cylinder-heads, as is the shell-cast aluminium sub-frame. Also attached to the engine are two forged aluminium plates (these are machine-finished on the S version) that hold the swingarm.



The lower part of the swingarm is cast, while the upper Trellis section with a forged, removable part allows removal of the drive belt. Although the XDiavel has a 1615mm wheelbase, its agile chassis geometry and the possibility of reaching lean angles as high as 40° on mixed-road routes ensure pure Ducati performance.

Suspension at the front the XDiavel consists of 50mm Marzocchi forks with black anodised sleeves, with fully adjustable rebound and compression damping and spring pre-load (the S version also has fork tubes with DLC coating).

The XDiavel has cast aluminium slanted fork yokes with risers that support aluminium handlebars with a diameter of 32mm with external rubber-mounted tubes having a diameter of 22mm. The bike has a headstock rake of 30° and an offset of 130mm.

At the rear is a Sachs monoshock – with adjustable spring-preload and damping rebound only. Brembo brakes stop the bike with M432 radial monobloc calipers (M50 on the S version); actuated by a PR18/19 radial brake pump featuring an integrated aluminium reservoir; the calipers grip dual 320mm floating rotors. At the rear a two-piston PF 30/32 caliper, again made by Brembo, squeezes a 265mm rotor.

At the front end the bike sports a 14-spoke a 3.5 x 17'in wheel, at the rear an 8:00 x 17'in. On the XDiavel S, exclusive machine-finished 12-spoke wheels are included. The front tyre is a 120/70 ZR17 while the rear is a 240/45 ZR17. The bike comes with Pirelli Diablo Rosso II tyres.



ELECTRONICS

The Ducati XDiavel makes use of Bosch IMU (Inertial Measurement Unit) inertial platform technology. This dynamically measures roll and pitch angles and the speed of relative changes in attitude, thus raising performance and safety standards even further. The IMU allows the Riding Modes (Sport, Touring and Urban) to give the bike three distinct personalities.

Each Riding Mode has different engine delivery, maximum power, Ducati Traction Control and Cornering ABS settings. All electronic control systems can be adjusted to intervene as desired and, thanks to the Default function, all values (or just some of them) can be returned to their standard settings. Furthermore, on the XDiavel engine power delivery is controlled via a Ride By Wire system.

Torque is no longer adjusted directly by a throttle cable but electronically: a signal is read and processed by the engine control unit which then modulates throttle body aperture. The Ride by Wire system allows three different engine power delivery maps to be used.

Sport: Selecting Sport Riding Mode transforms the XDiavel into a high-adrenaline 156hp machine. This mode gives the rider full control over the throttle response to maximise acceleration. This is combined with reduced DTC intervention (Level 2).

Touring: For the Touring Riding Mode, Ducati has provided enjoyable power delivery, again at 156hp, but this time in a travelling configuration that offers softer, easier-to-handle torque. Rear traction is controlled by the DTC, set at a level designed to ensure stable, relaxed riding (Level 4).



Urban: Urban mode instantaneously transforms the personality of the XDiavel. Urban Riding Mode limits power to 100hp and sets a high level of traction control (Level 6).

DTC (Ducati Traction Control) Ducati Traction Control is a competition-derived system that acts as a filter between the rider's right hand and the rear tyre. Within the space of just a few milliseconds the DTC can detect and, subsequently, control any wheelspin, improving bike performance and active safety considerably. This system has 8 different intervention levels.

DPL (Ducati Power Launch). DPL has three different modes, Level 1 being the one that provides maximum performance. Pressing the dedicated button on the right switchgear activates the DPL. Once it has been activated the rider then sets the intervention level via a menu on the dashboard. Once the level has been selected, the rider has to squeeze the clutch lever, engage first gear and twist the throttle wide open. At this point, simply by releasing the clutch gradually, it's possible to experience the most awesome starts. To protect the clutch, a specially developed algorithm allows only a limited number of consecutive starts.

The XDiavel features a Brembo braking system with the ABS 9.1MP Cornering device, an integral part of the Ducati Safety Pack (DSP). Cornering ABS makes use of the Bosch IMU (Inertial Measurement Unit) platform to optimise front and rear braking power even in critical situations and with the bike at considerable lean angles. Through interaction with the Riding Modes, the system provides solutions suitable for any situation or riding condition.

Nevertheless, the ABS can also be fully disabled from the instrument panel in any Riding Mode, and settings can be saved and recalled at the next Key-On. Level 1 offers maximum sports riding performance by eliminating rear wheel lift detection and allows rear wheel drifting by applying the ABS at the front only. Level 2 ensures equilibrium between front and rear without rear wheel lift detection but with the Cornering function on and calibrated for sports-style riding. Level 3 allows, in Touring and Urban modes, optimisation of the combined braking action with rear wheel lift detection on and the Cornering function on and calibrated for maximum safety.

The XDiavel dashboard consists of a TFT screen with a separate warning light module positioned above the handlebars. The dashboard has four different display modes. New to Ducati, the Default mode provides a minimal must-have level of information, presented in an attentively styled manner. The other three, instead, are the classic Track, Full and City display modes associated with the Riding Modes. The XDiavel has dedicated switchgears with red-backlit keys.

The XDiavel light assemblies are the result of intense, meticulous design work. Both the front and rear are full-LED units and have been designed to give the bike instantly recognisable appeal. Lights automatically shift from their daytime configuration to their nighttime one thanks to a sensor on the dashboard. This function can, where desired, be deactivated to allow manual operation. Moreover, the headlight on the XDiavel S features the DRL (Daytime Running Light). The DRL is a special sidelight that ensures perfect vehicle visibility during the day while providing the XDiavel with yet another uniquely distinguishing feature.

The XDiavel can be started without inserting a mechanical key. Just come within 2 metres of the bike and the system automatically reads the electronic key code; this allows ignition without even having to remove the key from your pocket.

SPECIFICATIONS: 2016 Ducati XDiavel (S version in brackets)

Price: \$27,490 (\$32,490) + ORC
Warranty: Two years/unlimited kilometre
Colours: Thrilling Black (S), Dark Stealth
Claimed power: 114.7kW [156hp]@9500rpm
Claimed torque: 128.9Nm [95ft-lbs]@5000rpm
Dry weight: 220kg Wet weight: 247kg
Fuel capacity: 18L





Engine: Liquid-cooled Desmodromic Variable Valve Timing Testastretta L-twin, 1262cc, 13:1 compression ratio, Bosch EFI with RbW and 56mm oval throttle-bodies, stainless steel exhaust system with oval mufflers and dual Lambda probes.
Gearbox: Six speed, constant mesh

Clutch: Wet multi-plate self servo slipper with hydraulic actuation

Final drive: Belt 28/80

Chassis: Tubular steel Trellis frame Rake: 30°, Trail: 130mm

Suspension: 50mm fully adjustable inverted Marzocchi forks, 120mm travel (DLC coating on S version), Sachs semi-adjustable shock with remote

reservoir, alloy swingarm (anodised on S), 110mm travel

Brakes: Dual 320mm semi floating Brembo rotors with Brembo M4-32 calipers (M50 S) and Bosch cornering ABS, Brembo radial pull master-cylinder (f), single 265mm Brembo rotor and two piston Brembo caliper at the rear.

Wheels & Tyres: Light alloy cast (and machined on S), 3.5 x 17 (f) and 8.00 x 17 (r), Pirelli Diablo Rosso II 120/70 -17, 240/45 -17.

DIMENSIONS:

Wheelbase: 1615mm

Seat height: 755mm

Instruments: 3.5in TFT colour display unit.



Harley and the Davidsons: A movie review!

by Mark Hinchliffe

<http://motorbikewriter.com/harley-davidsons-tv-review/>

Video preview: https://youtu.be/sxIC-qKX_VY

TV mini-series **Harley and the Davidsons**, about the early days of the famous company, is a top-quality action drama that combines plenty of realistic bike action with superb acting and production values.

It premieres on the Discovery Channel Australia on November 17



starring two *Game of Thrones* actors and will be available on Blu-ray and DVD in December with a behind-the-scenes featurette and "Biketacular," a special 44-minute showcase of impressive bike builds.

The three-part, six-hour mini-series has just screened in the US to rave reviews and, after watching the first episode, we agree.

While many Hollywood movies get motorcycles so wrong with unlikely stunts and bad sound effects, this show's 80 specially built replica motorcycles and racing action are very realistic.



And even the main actor, Michiel Huisman who plays Daario Naharis in *Game of Thrones*, is a long-time motorcycle rider and did many of the low-level riding stunts.

He plays Walter Davidson who did a lot of the testing and racing of the early bikes.

"I think it certainly helped that I know how to ride motorcycles," he says.

"But riding those old bikes is also completely the opposite of what you're used to do. Your 'clutch' is actually your front brake. Your actual clutch is by your foot - if there's a clutch at all. It felt sometimes like I had to forget all I knew."

The first episode of *Harley and the Davidsons* deals with how Arthur Davidson (Bug Hall) and Bill Harley (played by Robert Aramayo who is Eddard Stark in the *Game of Thrones*) made the first prototype and talked Walter into funding their development.

Bug says he's been into motorcycles "my whole life" having owned 10 bikes and having been in 10 motorcycles accidents.

"People who know me know that's a big part of my persona."

Arthur was the marketing and sales genius who decided to go racing to promote the product and Bill was the engineering genius.

They take their bike to enduro events and the dangerous timber-floored motordrome in the first series and in the second series they move on to flat track racing.

Harley and the Davidsons covers the first 30 years of the iconic company, ending with the Knucklehead Harley.



Discovery Channel prides itself on historical accuracy, even in their historical dramas, and claims to have spent three months researching the project at the Harley Museum in Milwaukee.

They seem to have done a pretty good job, although there are some dramatisations, including plenty of punch-ups and a little romance.



Scouse was the only club member having a birthday in October!

Happy Birthday and Best Wishes, Scouse!



Happy Birthday



Riding Tips

How to perform a standing-start u-turn

by Mark Hinchliffe

<http://motorbikewriter.com/perform-standing-start-u-turn/>

It is more difficult to perform a u-turn from the stopped position than while moving because the bike wants to head straight ahead as soon as you take off.

Small bikes are easy to u-turn, but the heavier and longer the bike, the more difficult it becomes. Some bikes also have a wide turning circle, such as the new Indian Scout and many sportsbikes.

However, with a little practice, the following tips will help you perform tight, feet-up u-turns from the stationary position on just about any bike.

Position: Pull up at the road's edge, being aware of any gravel or rough edges. This gives you the widest arc in which to make your turn. Don't forget to have a good look forward and back for traffic before turning.

Right foot down: Normally, when stopped you leave your right foot on the brake and your left foot down. That will work if you are going to turn left on a right-hand-drive road. However, in Australia, most u-turns are right turns and since you need to lean the bike immediately to the right, you can't do that without your left foot on the ground.

Body position: Your body position needs to be facing into the turn. A good tip for making your body turn is to point your right foot at 90 degrees to the bike. Also turn your head as far to the right as comfortable, looking about 3m to your right and lift your left elbow.



Lean: The idea of pointing your right foot and lifting your left elbow is that this will promote the leaning of the bike to the right. Try to lean it as much as possible without too much weight being transferred to your right foot. You can also shuffle your backside a little to the left on the seat for an even greater lean angle.

Steer: You are not going to counter-steer, but steer in the direction of the turn, so turn the bars full lock to the right. This will also help give the bike a bit more starting lean.

Clutch: Give the engine moderate revs and let the clutch out slowly but not all the way. You want to keep the revs steady and use a slipping clutch to moderate your speed.

Brakes: **Stay off the front brake** as this will make the forks compress which will make the front wheel tuck. While keeping a moderate and steady speed with the clutch, you will actually govern speed and steer the bike with the rear brake. A bit of rear brake will not only slow the turn, but also make it turn sharper. **So you will need to get your foot off the ground and on to the brake pedal as soon as you start moving!**

The difficult bit: As soon as you start to move, the bike will want to go straight, not right, even though the front wheel is pointed that way. This is the point where your body position has to be slightly exaggerated. Stay upright, or slightly left-leaning and push the right hand directly down to maintain the starting bike lean angle.

Temptations: There are two temptations at this point. One is to lean with the bike. Don't. Stay upright and make the bike do all the leaning. You will need to physically fight the bike's tendency to want to stand up straight. The other temptation is to sneak a glimpse at the outer edge of the road. Don't. As the bike starts to turn, keep shifting your gaze further and further around the turn. This will also maintain your body position.

Practise: Find a quiet carpark with a level surface and start practising. Try doing a u-turn within three or four carpark bays and gradually bring it in to within two lined bays. The white lines are good guides and not as intimidating as the rough edge of a road.



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

Ride

Calendar

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: <u>Mac</u> . <u>Caltex Carseldine Roadhouse - Samford Valley Hotel</u> (via <u>Redcliffe</u> and <u>Dayboro</u>) - Home. 140 kms (2.5 hrs). Ride ends at Samford and members can make their way home early.
Sun	16	South	Ride Captain: <u>Jak</u> . <u>BP Servo at Yatala - Murwillumbah</u> - Home. 204km.
Tues	18	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	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	<u>HOG HEAVEN!</u>	The 3-day <u>HARLEY DAVIDSON HOG NATIONAL RALLY</u> . The 2016 event is completely different in that it is open to <u>ALL MAKES</u> of motorcycles! 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 <u>Wollongong</u> (a short <u>1,029km ride</u> ride for Brisbaneites). If last year's <u>2015 Tamworth event</u> was any indication how a National Rally is to be held, then this National Rally at Wollongong should be a real doozy!!! The official website for the <i>Australian Harley Days Rally</i> : http://www.australianharleydays.com.au/ It's expected that 6000 people will attend the rally, with almost 50% being non-HOG members. <u>There are a LOT of activities planned</u> , 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. Jak has outlined the <u>route details</u> 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 <u>route map</u> . 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 <u>Jak</u> (paul.home@optusnet.com.au 0402 263 920).
Sun	30	North	Ride Captain: <u>Mac</u> . <u>Caltex Carseldine Roadhouse - Kilcoy</u> (lunch at <u>The Exchange Hotel</u>) - Home. 254km.
Sat-Sun	29-30	Swap Meet	The <u>Laidley Motorcycle Only Swap Meet</u> . Gates open at 6:00am Saturday and Sunday. Free onsite camping available. Entry fee is \$5 per person per day. There is a bike show on from 8:00am to 11:00am on Sunday 30th. There is also a 1950 350cc <i>Royal Enfield</i> motorcycle being given away as the door prize!!

The NOVEMBER 2016 Ride Calendar is on the next page ...

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



NOVEMBER 2016

Sun	6	South	Ride Captain: Jak . BP Servo at Yatala - Kyogle - Home. 334km.								
Sun	13	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!								
Tues	15	MEETING	Lord Stanley Hotel . 994 Stanley Street East, East Brisbane. The meeting proper starts at 7.30pm; but come earlier for dinner!								
Sun	20	North	Ride Captain: Mac . Caltex Carseldine Roadhouse - Yarraman (lunch at the Yarraman Royal Hotel) - Home. 295km.								
Sat-Tues	26 - 29	Grumpy's 4-day ride	<p style="text-align: center;">★ GRUMPY'S 4-DAY RIDE ★</p> <table border="1"> <tbody> <tr> <td>Day 1</td> <td> <p>Saturday November 26th.</p> <ul style="list-style-type: none"> ★ Starting point: Caltex Carseldine Roadhouse (1754 Gympie Rd, Carseldine QLD 4034) (the North Ride starting point). ★ We leave at 9:00am sharp. ★ End of Day 1: Childers, Qld. ★ Suggested accommodation for Night 1: Grand Hotel, Childers (07 4126 1763). <u>WARNING</u>: This pub might be haunted! Cool! :-) ★ Ride route for Day 1: http://r.whereis.com/YAxvf5V </td> </tr> <tr> <td>Day 2</td> <td> <p>Sunday November 27th.</p> <ul style="list-style-type: none"> ★ End of Day 2: Texas, Qld. ★ Suggested accommodation for Night 2: Stockman Hotel Texas (07 4653 1310) ★ Ride route for Day 2: http://r.whereis.com/qzVMwZR </td> </tr> <tr> <td>Day 3</td> <td> <p>Monday November 28th.</p> <ul style="list-style-type: none"> ★ End of Day 3: Taylors Arm, NSW. ★ Suggested accommodation for Night 3: Taylors Arm Hotel (this is the infamous "Pub With No Beer!") (02 6564 2100) ★ Ride route for Day 3: http://r.whereis.com/a372COB </td> </tr> <tr> <td>Day 4</td> <td> <p>Tuesday November 29th.</p> <ul style="list-style-type: none"> ★ End of Day 4: BP Servo at Yatala (Henry Hester Drive) (the South Ride starting point). ★ Ride route for Day 4: http://r.whereis.com/9iQV61F </td> </tr> </tbody> </table> <p style="text-align: center;">★ All riders are to arrange their own accommodation ★</p>	Day 1	<p>Saturday November 26th.</p> <ul style="list-style-type: none"> ★ Starting point: Caltex Carseldine Roadhouse (1754 Gympie Rd, Carseldine QLD 4034) (the North Ride starting point). ★ We leave at 9:00am sharp. ★ End of Day 1: Childers, Qld. ★ Suggested accommodation for Night 1: Grand Hotel, Childers (07 4126 1763). <u>WARNING</u>: This pub might be haunted! Cool! :-) ★ Ride route for Day 1: http://r.whereis.com/YAxvf5V 	Day 2	<p>Sunday November 27th.</p> <ul style="list-style-type: none"> ★ End of Day 2: Texas, Qld. ★ Suggested accommodation for Night 2: Stockman Hotel Texas (07 4653 1310) ★ Ride route for Day 2: http://r.whereis.com/qzVMwZR 	Day 3	<p>Monday November 28th.</p> <ul style="list-style-type: none"> ★ End of Day 3: Taylors Arm, NSW. ★ Suggested accommodation for Night 3: Taylors Arm Hotel (this is the infamous "Pub With No Beer!") (02 6564 2100) ★ Ride route for Day 3: http://r.whereis.com/a372COB 	Day 4	<p>Tuesday November 29th.</p> <ul style="list-style-type: none"> ★ End of Day 4: BP Servo at Yatala (Henry Hester Drive) (the South Ride starting point). ★ Ride route for Day 4: http://r.whereis.com/9iQV61F
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Sun	27	South	RIDERS CHOICE! Watch this space for more details.								

A FEW JOKES :-)



A young boy dressed as a pirate captain knocked on the door of a house to get some Halloween treats. A woman answered the door and recognized that he was a pirate.

"Where are your buccaneers?" asked the woman.

The boy replied "Under my buccan-hat!"

A woman awakes during the night to find that her husband was not in their bed. She puts on her robe and goes downstairs to look for him.

She finds him sitting at the kitchen table with a hot cup of coffee in front of him.

He appears to be in deep thought, just staring at the wall.

She watches as he wiped a tear from his eye and takes a sip of his coffee.

"What's the matter, dear?" she whispers as she steps into the room, "Why are you down here at this time of night?"

The husband looks up from his coffee.

"Do you remember 20 years ago when we were dating, and you were only 16?" he asks solemnly.

The wife is touched to tears thinking that her husband is so caring and sensitive.

"Yes I do," she replies.

The husband paused. The words were not coming easily.

"Do you remember when your father caught us in the back seat of my car making love?"

Yes, I remember," said the wife, lowering herself into a chair beside him.

The husband continued.

"Do you remember when he shoved the shotgun in my face and said, 'Either you marry my daughter, or I will send you to jail for 20 years?'"

"I remember that too" she replied softly.

He wiped another tear from his cheek and said ..."I would have gotten out today."

A Mafia Godfather finds out that his bookkeeper, Guido, has cheated him out of \$10,000,000.00.

His bookkeeper is deaf. That was the reason he got the job in the first place. It was assumed that Guido would hear nothing and would therefore never have to testify in court.

When the Godfather goes to confront Guido about the missing \$10 million, he takes along his lawyer, who knows sign language. The Godfather tells the lawyer, "Ask him where the money is."

The lawyer, using sign language, asks Guido, "Where's the money?"

Guido signs back, "I don't know what you are talking about."

The lawyer tells the Godfather, "He says he doesn't know what you are talking about."

The Godfather pulls out a pistol, puts it to Guido's head and says, "Ask him again or I'll kill him!"

The lawyer signs to Guido, "He'll kill you if you don't tell him."

Guido trembles and signs back, "OK! You win! The money is in a brown briefcase, buried behind the shed at my cousin Bruno's house."

The Godfather asks the lawyer, "What did he say?"

The lawyer replies, "He says you don't have the guts to pull the trigger because he's never going to talk."

A motorcycle cop was cruising up alongside a blonde driving in her car. He noticed she was knitting a sweater as she was driving!

He was shocked and he yelled at her, "PULL OVER".

She yelled back, "No, Cardigan".



MORE JOKES!! 😊

A male patient is lying in bed in the hospital, wearing an oxygen mask over his mouth and nose. A young student nurse appears and gives him a partial sponge bath.

"Nurse," he mumbles from behind the mask, "are my testicles black?"

Embarrassed, the young nurse replies, "I don't know, Sir. I'm only here to wash your upper body and feet."

He struggles to ask again, "Nurse, please check for me. Are my testicles black?"

Concerned that he might elevate his blood pressure and heart rate from worrying about his testicles, she overcomes her embarrassment and pulls back the covers. She raises his gown, holds his manhood in one hand and his testicles gently in the other.

She looks very closely and says, "There's nothing wrong with them, Sir. They look fine."

The man slowly pulls off his oxygen mask, smiles at her, and says very slowly, "Thank you very much. That was wonderful. Now listen very, very closely:

Are - my - test - results - back?"

Three blondes walk into a bar and ask the bartender for three shots of tequila. He looks at them and says "OK" and pours their shots.

They all clink glasses and yell "51 days!" Then they proceed to slam the shots, looking very self-satisfied. They look back to the bartender and decide to order another round. This time they pick up the glasses again and, more gleefully yell "51 days!"

The bartender finally can't stand wondering what they are talking about and asks them what they mean by 51 days.

One of the blondes looks at him and says "Well," looking very smug. "We just finished a jigsaw puzzle. It took us only 51 days. And on the box it said 2-4 years".

A young man had seriously dated three girls and was finally faced with the dilemma of which to marry. As a test he gave each of them one thousand dollars.

The first girl went for a complete hair and face makeover, new clothes, and new shoes. She returned to show off her new look saying, "I want to be at my most beautiful for you. Why? Because I love you, dear."

The second girl returned with new hockey and golf equipment, a new stereo, VCR, and month's supply of beer saying, "I bought all these things for you. They're my gifts to you, because I love you so."

The third girl invested the \$1,000 wisely and very quickly doubled her original amount. She reinvested the profits which continued to multiply and returned the first thousand to the young man saying, "I have taken your money and made it grow as an investment in our future together. That's how much I love you, my dear."

The young man was very impressed by all of their responses. He then gave long and careful consideration and finally married the one with the biggest breasts.

I went to the pub last night and saw a fat chick dancing on a table.

I said, "Nice legs."

The girl giggled and said with a smile, "Do you really think so."

I said "Definitely! Most tables would've collapsed by now."

