



STEEL HORSES

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

JULY 2017

VOL 8, ISSUE 6



**Ride reports!
Off-road Harleys.**

**New Steel Horses patch designs.
Triumph *Street Scrambler* review.**



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Ride Captains West:

Yogi and Sam

Monthly Meetings:

Steel Horses Cruising
Motorcycles Social Club Inc
meets every 3rd Tuesday at:
Lord Stanley Hotel,
East Brisbane, at 7.30 pm.

The Lord Stanley Hotel is at the
intersection of Didsbury St, and
Stanley St East, East Brisbane.

Website:

www.steelhorses.com.au

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

Club Objectives:

The objectives 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.

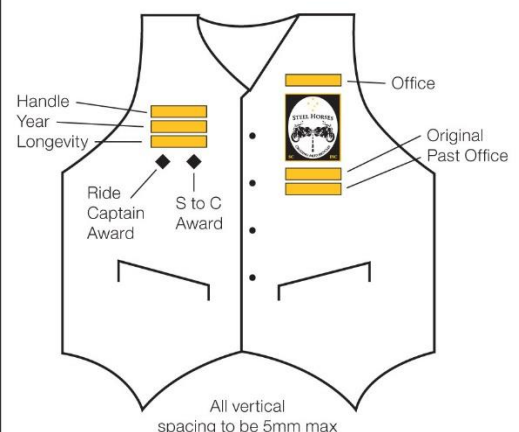
The annual membership
subscription is \$36 for Riders,
Pillions, and Social Members.

There is a once-only joining fee
(\$40) on top of the annual
membership fee, which covers
the cost of Patch, Insignia, and
other Club costs.

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.

STEEL HORSES PATCH PLACEMENT





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The "Infinite" road to Transylvania, Romania. This is the road that goes to Sighisoara, Count Dracula's birth place.





STEINY'S SPIEL

THE PRESIDENTS REPORT



Hello everyone,

The Club is moving along nice and smoothly at the moment, with good ride attendances being reported. Today's North ride (July 9), had 5 riders, and that would have been 9. Hippy, Pyro, Phoenix and I were on another non-club ride that we had organized some time ago, so we are getting good numbers fairly consistently.

As you all know, we are in the process of deciding on a Club Patch. Whether to change from what we have now to something else.

Members were invited to put forward their own suggestions, and we now have at least 8 entries to choose from. All the entries are published elsewhere in this newsletter, and they will also all be shown at the next meeting. Members can decide which one they prefer. The existing Patch will be one of the patches to choose from, for those who don't want to change. I thank the members who participated in this.

Another topic for discussion at the next meeting will be "allowable types of motorcycles" in the club. This is really a discussion about the interpretation of our existing rules. An article on this topic is also published elsewhere in this newsletter, which I encourage you to read. Note that this is simply a "discussion", and because we are a democratic Club, "Any member is entitled to express his or her opinion without fear of retribution or criticism." So, we will listen to all those who have something to say, and the members can consider all and any suggestions. There is no rush about this. Nothing is going to happen on the night.

Tenterfield wasn't as cold as I thought it would be, but I'm not holding any hopes for a warm Bowraville. I'm really looking forward to that ride.

Hope you are all well and happy.

Cheers ...

Steiny.

"A man has got to know his limitations"

STEEL HORSES NORTH RIDE

Sunday 18th June 2017

Ride Captain: Pyro.

Riders: Phoenix, Kim, Jak, Steiny and Ynot.

Hi all Pyro here,

Today's North ride left Carseldine on time with six riders (Phoenix, Kim, Jak, Steiny, Ynot and me). The first part was a little boring going up the freeway to Steve Erwin way and then onto Old Gympie road. It was a nice steady pace through to Peachester and we almost got to the top before some slow cage held us up but still a lovely road. We pulled into Ace's Cafe for refreshments and a good old chin wag. Leaving Ace's we headed up to the Maleny turn off and then a little back road that cuts out the need to go into Maleny. Heading to Kenilworth we encountered a group of sports bikes that were eager to pass us so we moved out of the way and watched as about 20 sports bikes flew past us, only to find them all pulled over at Kenilworth, so this was our turn to pass them like they were standing still. OH they were that's right ah well it was all good. We kept going through to Bli Bli turn off and headed for Mapleton where we stopped for lunch. Arriving around 12.00 noon. Ynot stayed with us for a short time but left early as he needed to get home. After lunch we took another detour around Palmwoods and through the back roads into Landsborough for another short bum break at the Landsborough pub. It was decided there we would head for home so back along Steve Erwin way and down to the twin BP for fuel and our good byes after our traditional ice creams. The weather was great with sun shine all day, a little wet in the mountains but nothing we could not handle. The ride was about 250km and finished about 3 pm. Another great North ride with good friends.

Pyro. *Lite em up*



STEEL HORSES EOFY MEETING

Sunday 20th June 2017

The Steel Horses regular monthly meeting in June (which was also our EOFY meeting) was held at the usual location (The Lord Stanley Hotel). The meeting started on time (after everyone had chomped through their meal before the start!). However, this meeting was a bit different! A pretty spectacular raffle prize was assembled and donated by Hippy & Roach, which resulted in a record number of ticket sales. Then some totally delicious birthday cakes were brought out, because a couple of members were celebrating their birthdays in June. A great night!



STEEL HORSES SOUTH RIDE

Sunday 25th June 2017

Ride Captain: Steiny.

Riders: Mac, Pyro, Phoenix, Lucky J, Jak, Hippy, Yogi and Kim.

I arrived at the meeting point at BP Yatala at about 8.30 and there was already a few of the members waiting. The starters for the day were: Steiny, Mac, Pyro, Phoenix, Lucky J, Jak, Hippy, Yogi and Kim (9 Riders). A very good roll up.

We headed to Tamborine village through Beenleigh (Stanmore Road bridge is still out) up to Mount Tamborine, Clagiraba Road, and down to the Advancetown Pub. Unfortunately, they had a big car show on there, so we continued on to Mudgeeraba and had our first break at the pub there.

Then back to Advancetown, Clagiraba Road, Henry Roberts Drive, the Goat Track, Canungra pub for lunch. The place was packed. Anywhere we went all day was busy, traffic everywhere. Some biker had come to grief on one of those very tight corners on the Goat Track, but no serious injuries, apparently. Yogi, Pyro and Phoenix left us then, and we went back over the top and down the mountain again, and got caught behind a bloody cager doing 40-50 all the way down with about 4 cars and us stuck behind her, and I'm telling myself all the while, "take the GREEN pill Steiny....the GREEN pill." We continued on to the servo in Beenleigh, had a coffee and a chat, said our goodbyes and went our separate ways.

Another great day riding with the crew, and already looking forward to the next one.

Cheers ... Steiny.

"A man has got to know his limitations"



STEEL HORSES WEST RIDE

Sunday 2nd July 2017

Ride Captain: Sam.

Attendees: Hippy, Roach, Jak, Steiny, Yogi, Princess, and Kim.

A picturesque West Ride out to Rathdowney for lunch (via Dugandan). Then on to Kerry and Beaudesert, and finally home. Ride Captain: Sam. TEC: Yogi.



STEEL HORSES NORTH RIDE

Sunday 9th July 2017

Ride Captain: Mac.

Riders: Ace, Jak, Hoffs, LuckyJ, Kim.

From Carseldine we rode to Woodford for a break (lots of twisties!), then on to Maleny for lunch. Home through Bald Knob, Beerwah and Beerburrum.



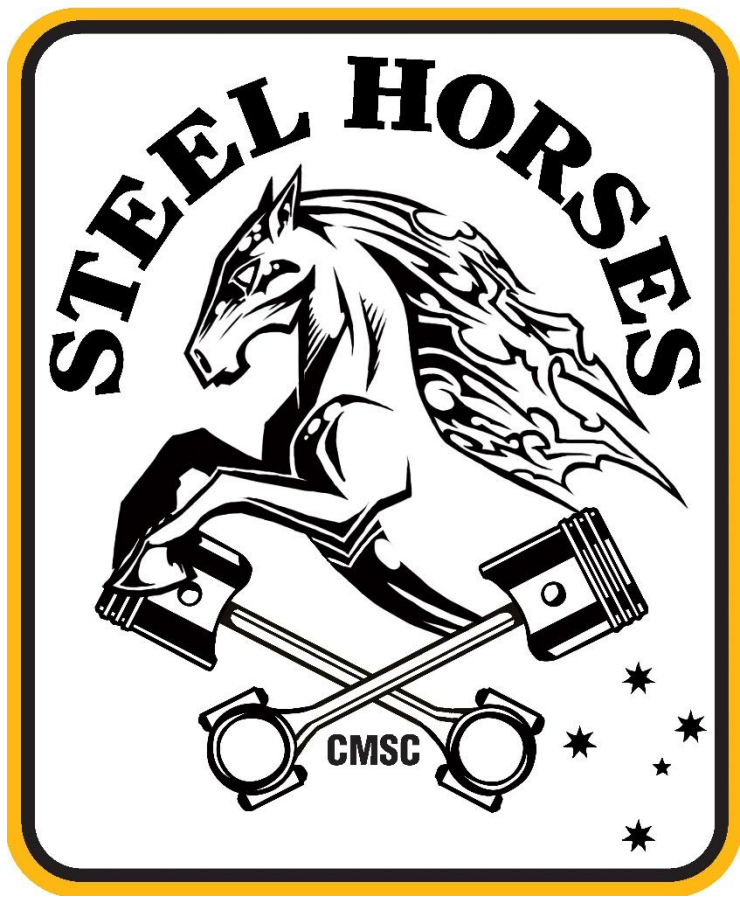
Some proposed designs for a new Steel Horses patch.

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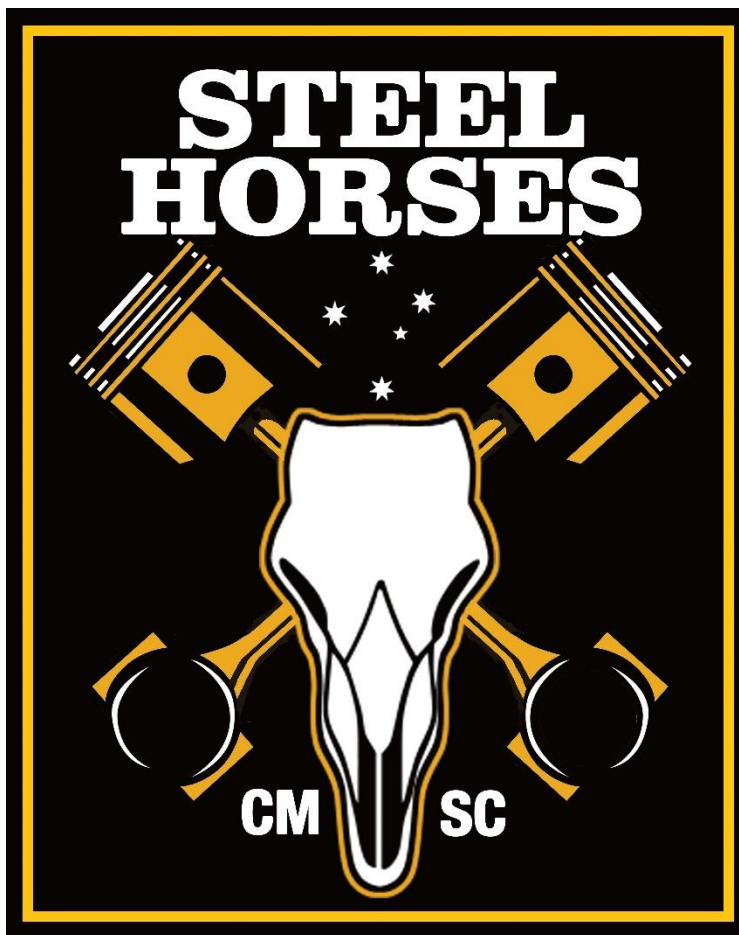
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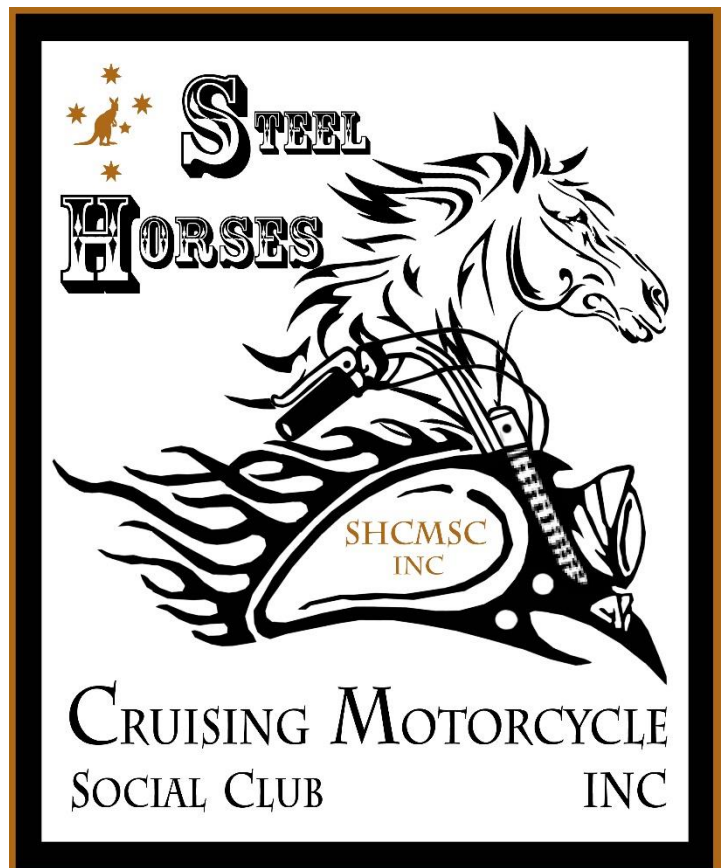
#2 Currently on some T-shirts.



#3



#4



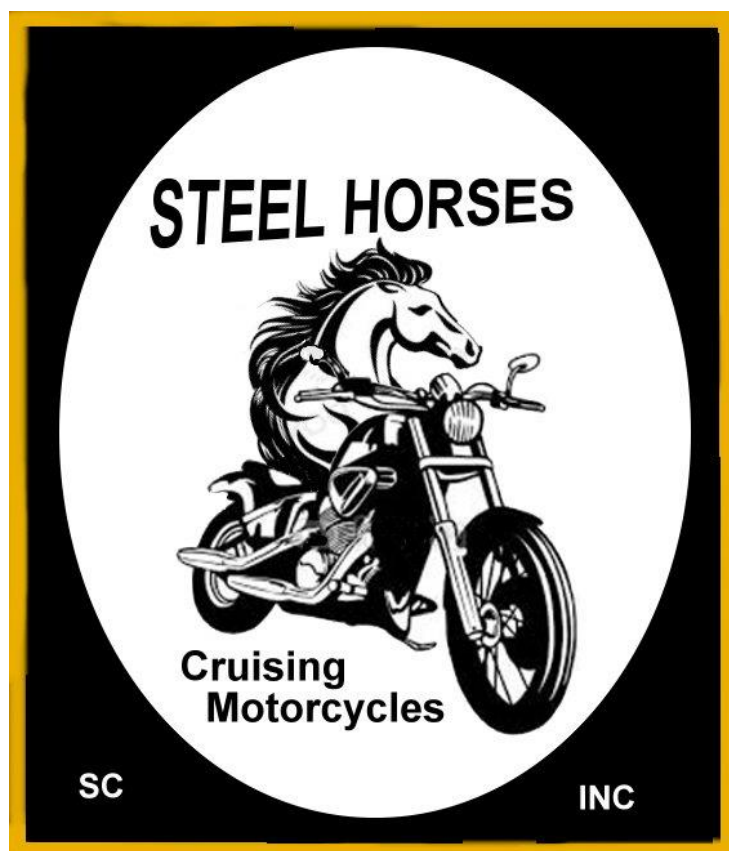
Some proposed designs for a new Steel Horses patch.

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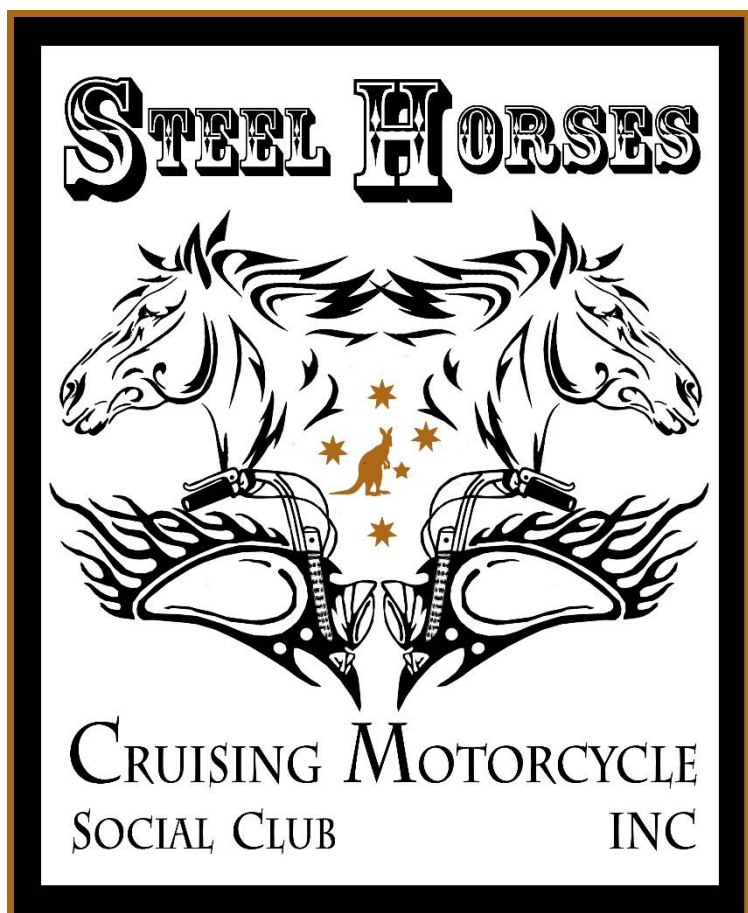
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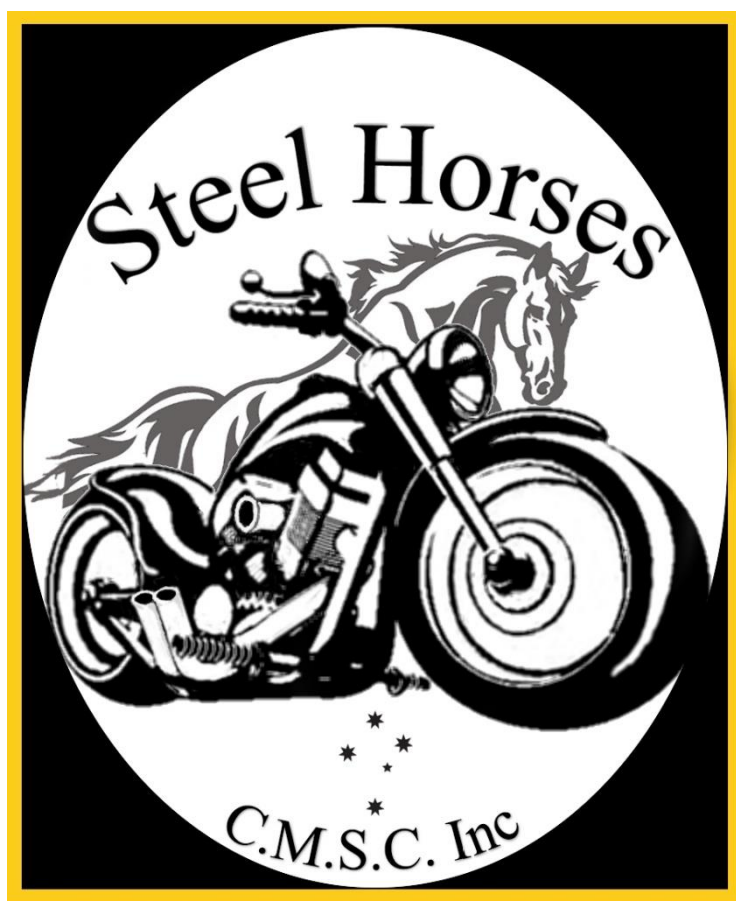
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#8



Why go topless ...



**... when you can wear Steel
Horses merchandise instead!**

Stock that's left:

1 x white long-sleeve Steel
Horses T-shirt size XL \$28.00

1 x black long-sleeve Steel
Horses T-shirt size XL \$28.00

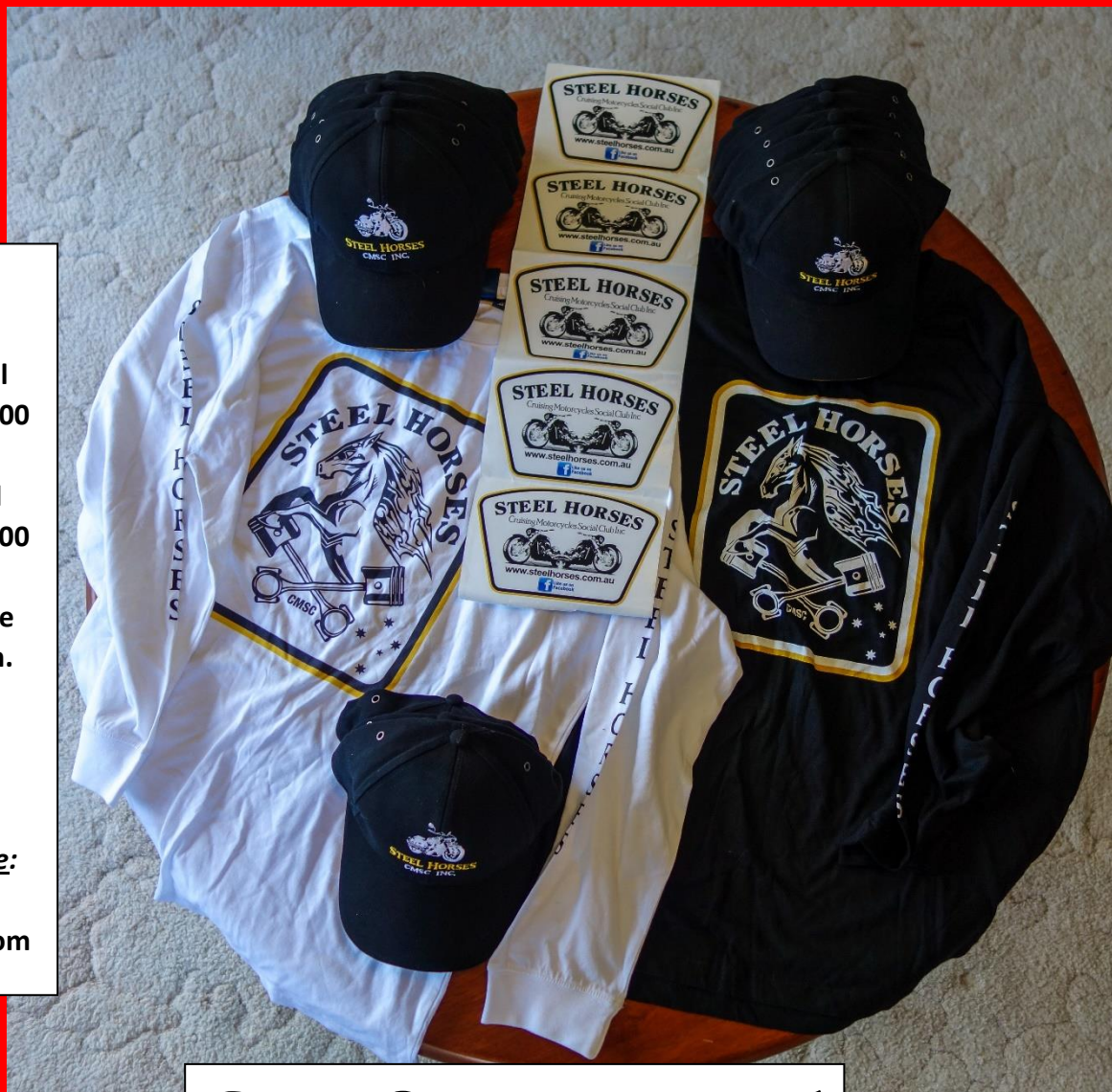
15 x Steel Horses caps (one
size fits all) @ \$18.00 each.

5 x Steel Horses window
stickers @ \$3.00 each.

Contact Steiny to purchase:

0419 672 216

steiny1947@gmail.com



Get it on now!

The case FOR allowing "Adventure Tourers" (and maybe some scramblers) into Steel Horses.



Rule #15 of the Steel Horses constitution states that only two types of motorcycle are allowed in the club - cruisers and tourers. It further states that a cruiser or tourer motorcycle is one that has been listed as such on the manufacturer's website. Rule #15 also notes that, when deciding a classification, generally speaking if the rider's feet are in front - it's a cruiser; **if the rider's feet are underneath - it's a tourer**; if the rider's feet are behind - it's a sports bike.



But there's a class of motorcycles that are extraordinarily popular, are fantastic machines, and which should easily fit in with the general requirements of Rule #15. That other class are the "**Adventure Tourer**" machines (and to a lesser extent some scramblers).



"Adventure Tourers" are by far the most popular class of motorcycles in the World! And with good reason. For example: The BMW R1200GS (a classic adventure bike) is the third-best selling bike (over 500 cc) in the World. Ducati sells more of their "scramblers" than all their other models combined. The classic appearance of the Triumph Scrambler makes it look like a 1970's Bonneville. Throughout Europe it seems most people buy only 2 types of motorcycle - either a tiny scooter or an adventure bike. KTM have recently converted one of their top selling adventure bikes into a police special, and these may soon be used by the Queensland Police. The "Adventure Tourer" and "scrambler" concepts are obviously ideals that most riders want!

So what exactly is an adventure bike?



Most manufacturers who make this genre classify them as "**Adventure Tourers**". Their engines are usually V-twin or parallel-twin types, with capacities ranging from about 800cc to 1300cc. In most cases they are a lot more high-tech than any cruiser ... and a lot safer, with rigid frames, excellent handling, multi-adjustable suspensions, and multiple selectable levels of ABS & traction control. These bikes are pretty heavy (up to about 270 kg). They are designed primarily for extremely comfortable, long-distance, high-speed, very safe touring on sealed roads. They have long-range fuel tanks, luxurious seats, and efficient adjustable windscreens. They have excellent load-carrying abilities, and are easily able to carry a pillion and a lot of luggage.



It's important to remember that Adventure Tourers are first and foremost road bikes, and are usually fitted with sticky road tyres. The riders of Adventure Tourers sit higher (which is great for seeing over the traffic in front of you), and the bikes have more ground clearance, than other road bikes. Their higher ground clearance allows them to easily

drive over roadside curbs & gutters, which can be very handy! **The riders seating position is fully upright, with their feet immediately underneath their knees (like other touring bikes).** The off-road capabilities of Adventure Tourers are usually limited to traversing well-packed dirt roads (such as fire tracks, etc). **They are completely unsuitable for any type of serious off-road work.**

It's a mistake to think of Adventure Tourers as "chook chasers" or "dirt bikes". They are absolutely anything but!! Adventure Tourers are only mildly designed to handle off-road conditions, and they are more comfortable for long trips on pavement.

If you were to frequent adventure bike related Internet discussion groups, you would discover that, at any given time, there are many thousands of Adventure Tourers engaged in ultra long-distance trips, travelling the globe, and taking their happy owners to the four corners of the Earth. If that fact doesn't make the Adventure Tourer genre a cruising and touring machine in the most classic sense, then I don't know what does.

It has been claimed that if Steel Horses were to allow motorcycle types other than what's currently allowed, then the different types of bikes, all riding together, would allegedly cause problems on runs, etc. However, there's absolutely zero evidence that this would or could actually happen. The Steel Horses club **already** allow motorcycles with capacities ranging from 250cc to 2300cc, a similar huge range of horsepower outputs, and with engine types ranging from 2 to 6 cylinders. We **already** have a large variety of motorcycle marques, and different types, all of which fit in with the club very well. Some of the "cruisers" currently in Steel Horses have more horsepower and torque than many outright sports bikes! The riding ability and experience of our members is similarly very diverse. None of these **currently existing** vast discrepancies make the slightest bit of difference to the enjoyment and safety of any of our rides. In exactly the same way, it wouldn't make the slightest bit of difference to our runs, or our club, if Adventure Tourers were allowed to join and ride with us.

For comparison, there are many local motorcycle clubs in Brisbane who have absolutely **no restrictions** on the types of motorcycles that their members can use. **Ulysses** (<http://www.ulyssesclub.org/>), easily the biggest and most popular motorcycle club in the World, is a classic example. Another is the **Celtic Warlocks** (<http://www.celticwarlocks.com/>) whose website states "*All are free to*





ride the bike of their choice; but must be of a capacity to stay with the group". The Celtic Warlocks used to be (or still are) a feeder club for the *Hells Angels*. Yet another example is the **Misfits SMC of Australia** (<http://www.misfitssmc.com.au/>) whose website states that "All members must own a motorcycle and it must be registered and in roadworthy condition"; but they don't care what type it is. Despite the fact they allow any type of motorcycle in, all these clubs are nevertheless doing very well.



If Steel Horses allowed Adventure Tourers to join, then one immediate benefit could be that we would probably have an influx of new members, and consequently more club subscription fees coming in, and a greater number of participants on our weekend rides and events.



Under the existing Steel Horses club rules, a motorcycle is allowed into the club if the manufacturer classifies the bike as a tourer. It could be argued that there shouldn't really be any need to change Rule #15 (to specifically allow Adventure Tourers), because manufacturers have already classified adventure bikes as "Adventure Tourers". Doesn't that mean that this type of motorcycle has already been categorised by the manufacturer as a "tourer", and therefore eligible to ride with the club?

At any rate, at the end of the day, if you're riding with your mates, having fun and enjoying yourself, what difference does it make what type or style of bike your mates are riding? Why would anyone care if Adventure Tourers were allowed to join our club and were riding with us?



How to Turn Your Sportster into an Off-Road Harley Scrambler!

https://www.hdforums.com/articles/tech-talk-turn-sportster-off-road-harley/?utm_source=newsletter&utm_medium=paid&utm_campaign=HDForum

Here's everything you need to hit the trails:

Harley-Davidson bikes aren't exactly the first thing that comes to mind when you think of off-road capable motorcycles. But if you're a HD fan who can't possibly imagine buying a Japanese dirt bike to hit the trails, there is another way. Plenty of enterprising folks out there have converted their Harley's into off-road machines.

Generally, the most popular basis for the build is the Sportster platform. Mostly because they're relatively simple, inexpensive, and flush with a supportive aftermarket. Taking a Sportster off-road maybe isn't the greatest idea; but it's certainly doable.



First, you'll want to swap out your bars. Replace the cafe style bars with Biltwell Moto Bars, which can retain the Sportster's stock cables. No matter which ones you use, you'll need bars that are a little bit taller than stock so you can stand up and ride. Secondly, suspension upgrades are a must. Progressive 412 Series 13.5" shocks, which lift the bike up for better ground clearance, are recommended.

Finding a set of proper dual sport tires for the Sportster is a bit more of a challenge. While the 19" front wheel is easy to outfit, the 16" rear can present a big problem. Admittedly, you can switch to a larger wheel, but that costs money. A good combination would be a Duro HF 904 Median Dual-Sport rear tire to go with a Mitas E-07 front tire.

The next step is to ditch that low slung

Sportster exhaust and replace it with something that sits higher up. Otherwise you'll have some expensive

exhaust damage! A Roland Sands Design Tracker 2 into 1

exhaust looks great and does the job. A beefier air filter or fuel pack are recommended for off-road use, such as the Vance and Hines FuelPak and Clarity air cleaner.



While that covers the basics, there is, of course, lots of other extras you can add if you wish!

SOME OTHER HARLEY SCRAMBLERS

scrambler ['skramblə/] *noun* - A stripped-down motorcycle that is the adaptation of a road bike into an all-terrain ride.

Most motorcycle marques are making **big** money from sales of their "scrambler" models (derived from their road bike versions). Triumph is a good example. Ducati sells more of their scramblers than all their other models combined! The "scrambler" concept is obviously something that riders want! But for some reason the silence from Harley Davidson is deafening. While waiting for Harley to do something, these photos show that many owners have turned their own Harley's into very capable scramblers!



2017 Triumph Street Scrambler review

<http://www.visordown.com/road-tests-first-rides/first-ride-triumph-street-scrambler-review>

<http://www.motorcyclistonline.com/2017-triumph-street-scrambler-motorcycle-review>

The scrambler concept goes back generations with the original TR6, probably best known as Steve McQueen's mechanical co-star in the 1963 movie, "The Great Escape." Retro styling sometimes misses the mark, but this new-for-2017 Street Scrambler nails it - lots of thoughtful details, and an authentic stance that faithfully reproduces the look and feel of Bonneville's from the 1960s.

Yes, you can pretend the Triumph Street Scrambler is a dirtbike or flat tracker, but be warned that this is a street bike first and, should probably be limited to light dirt duty.



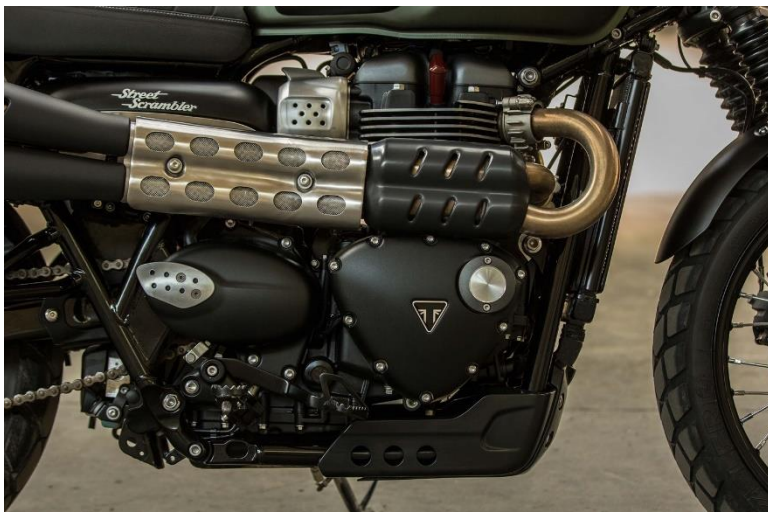
The heritage that feeds in to Triumph's latest Scrambler can be traced back to the 650cc Bonneville T-120TT of the early '60s. But the old version of the Scrambler as we knew it was launched in 2006 and apart from the addition of fuel injection and a few detailing tweaks, it's remained largely the same since then.

But now we've got a new Scrambler - the 2017 Street Scrambler, launched alongside the new Street Cup. It uses the new 900cc water-cooled parallel-twin engine from the Street Twin, has a high-level exhaust, wire-spoked wheels, bench seat, clad in dual purpose tyres, plus bear trap foot pegs and a bash plate.

Its price hits a similar mark to competition from Ducati and BMW. It slightly more expensive than the Ducati Scrambler Classic, but cheaper than the more rugged forthcoming Ducati Desert Sled and the BMW R nineT Scrambler.

But what does it ride like? Like the most fun loving and playful of the new Bonneville's.

It's the result of a combination of things, starting with the engine. The 900cc twin-cylinder motor (housed in the same frame as the Twin and Cup, but with different mounting points) provides plenty of grunt, fuels smoothly and the ride-by-wire throttle delivers a faultless response. It makes 55hp and 59lb/ft torque - the same as in the Street Cup but the engine has a slightly different tune, so peak torque arrives at 2,850rpm and in this bike, my criticisms of this same engine in the Street Cup are less applicable because the Street



Scrambler doesn't egg you on in quite the same way the café racer-style Street Cup does. The 900cc engine also means that this Street Scrambler makes 28% more torque and power than the previous model.

Like the Street Cup it's heavy – 213kg dry, but it never felt too weighty because it's well balanced at all speeds. The BMW R nineT Scrambler is quoted as weighing 220kg fully fuelled and ready to ride, while the Ducati Scrambler Classic is quoted as weighing 192.5kg rideable with 90% full tank and the Ducati Desert Sled 207kg.

Compared to the Ducatis, the Triumph is down 20hp, although has 9lb/ft more torque. The BMW makes double the horsepower of the Trumpet and with 85.5lb/ft to its name, more torque too.



The riding position and ergonomics feed in to the Street Scrambler's more relaxed approach to things, with the wide bars offering plenty of leverage and control. The 792mm-high bench seat was comfy during the 100 miles or so I spent perched on it and so was the relaxed riding position, which allows all controls to fall naturally to hands and feet.

It's a bike that delivers exactly what I want in a low speed urban environment – manageability, balance and manoeuvrability.

Away from the hustle and bustle of a town/city, the engine also does well and will whip you down the motorway without complaint, although the lack of wind protection gets hard to ignore after a while.

As with the rest of the Street fleet, the Scrambler features switchable traction control, a torque assist clutch,



a smart looking and bright LED rear light, trip computer, fuel consumption information and a USB port under the seat. If you're feeling brave, talented or stupid, you can also turn the ABS off to make skids/crashing that bit easier. The single-big face clock is clear, as is the great paint finish, tidy looking engine and minimal-but-classy overall look of the bike.

The motor is complimented by a lovely pair of high-level exhaust pipes. The headers curl round the

front of the engine before going into a side-mounted cat, with the silencers sitting underneath the interchangeable pillion seat and rear rack. As with the Street Cup, the silencers sound sweet, with a similarly fulsome note and a bit of added popping on the overrun. The heatshield did a good job of protecting the inside of my right leg against the warmth of the exhaust.

Being a scrambler, it only seemed right that we did some scramblin' on the test. It was one of the lighter and less painful off-road sojourns

I've had and to its credit, the Street Scrambler did well. The dual purpose Metzeler Tourance tyres, which roll on wire spoked wheels (19" front and 17" rear) can take some credit for this, as can the wide bars, plus the stable footing afforded by the bear trap pegs. But let's not kid ourselves here – the most challenging terrain most Street Scramblers are likely to have to deal with is riding over the gravel and detritus that tends to gather in the hatched areas used to separate urban carriageways. Still, it's nice to know that if you wanted to take your Street Scrambler onto a beach or down a gentle byway, it's not off the cards. I wouldn't take it enduro riding though as I doubt the plastic bash plate, as nice as it looks, would take much of a bashing.

To give the Scrambler better off-road chops, the chassis is optimized with more forward located (and serrated) footpegs, recalibrated fork internals and longer rear shocks for added ground clearance, compared with the Street Twin. Durable spokes replace the more vulnerable cast wheels of the Street Twin, and a larger 19-inch spoke front hoop is there to help manage rougher terrain. Seat height is 31.2 inches—that's up from the Street Twin's 29.5 inches, but 1.3 inches lower than last year's Scrambler.

The braking setup is identical to the Street Cup's, with a two-piston Nissin sliding caliper and 310mm disc at the front, and a two-piston Nissin caliper and 255mm disc at the rear. Braking performance is the same – it's

OK, but the same front-end power deficit and lacklustre feel remain.

One of the key differences between the Scrambler and the Cup is the suspension. The Scrambler gets model-specific components – for improved ground clearance the forks are longer and the KYB twin rear shocks, adjustable for preload, deliver the same 120mm travel that you get at the front.



On the road, the ride is comfortable and controlled. While it didn't embarrass itself off-road, crossing a few drainage channels quickly exposed the limits of the suspension, which is soft when really tested but well suited to the bike once the tarmac reappears.

Handling was similarly balanced and neutral and the Street Scrambler steers with confidence. I rode it after the Street Cup and if I'm being honest, I was expecting to be a bored and frustrated with it on the winding roads lurking just outside of Seville. How wrong I was – it just handles in such a neutral, predictable and confident way that I couldn't help but enjoy chucking it about and the only frustration came at the end of the day when I had to hand the key back.



The new Street Scrambler is the most fun and playful addition to the Street Twin range, and in my experience, the Bonneville family (I've not ridden the T120 yet). It's an easy going, capable and fun bike that definitely looks the part. Its friendly character makes it an accessible prospect for lots of riders and as a smart looking urban ally, I think it'll be hard to beat. Its real test will come when it's pitted against more powerful and lighter competition, although this bike has something which the BMW and (to a lesser extent) the Ducatis don't – heritage, and that's what this is all about, right?

Tight cornering transitions are a breeze thanks to the well-sorted chassis and wide handlebars. Handling is delightfully light and neutral, delivering good feedback and tons of cornering confidence. With a dedicated new chassis and suspension, the Street Scrambler delivers slightly more off-road performance to carry on where the Street Twin leaves off.

Engine: 900cc liquid-cooled eight-valve SOHC parallel-twin

Power: 55hp at 6,000rpm

Torque: 59lb/ft at 2,850rpm

Suspension: Front – Non-adjustable KYB fork / Rear – Preload adjustable KYB twin shocks

Brakes: Front – Two-piston Nissin floating caliper and 310 mm floating disc / rear – Nissin two-piston floating caliper and 255mm disc

Wheels: Wire-spoked – 19" front, 17" rear

Tyres: Metzeler Tourance – 100/90/19 front, 150/70 R17 rear

Weight: 213kg dry

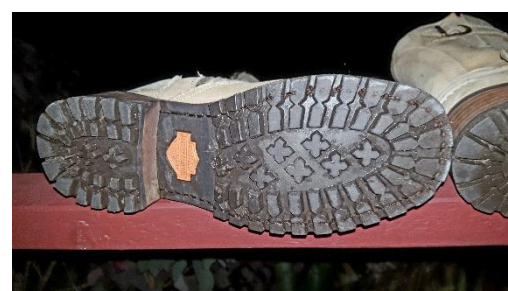
Fuel tank capacity: 12 litre

Seat height: 792mm





Brand new. Unused. Harley Davidson *Windshielder* Gauntlet Gloves (Part Number 98158-95VM). Size 2XL. New price AU\$118.03. Selling for \$80.00. Contact Steiny 0419 672 216.



Harley Davidson motorcycle boots. As new. Girls size 8/Guys size 6. New price AU\$220.00. Selling for \$100.00 OR NEAREST OFFER. Contact Princess 0412 738 700.



More stuff for sale ...



This is an Oxford tank-top storage bag.

38 litre extendable pack. 2 side pockets. One small detachable pouch with strap for bum-bag use. Clear window for map, phone or tablet. Colour panels for clear windows on side. Stiff wall for inside to keep shape if wanted. Waterproof cover with window at top. As new. Hardly used. \$80 solid. I believe it has a lifetime warranty.

Contact **Big Kev** on **0423 232 020** (esvcsqld@gmail.com)

A collage of birthday-themed illustrations including cakes, candles, and the word 'Party' in large letters.

Phoenix, Rowdy and Sam

are having their birthdays in July!

Happy Birthday to you all! :-)

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! :-)



From the Archives

Ride Report—South — 14 November 2010

Hi all

Well, it was Yogi's birthday on this particular weekend, and Princess had arranged to take him to John Farnham's 27th "absolutely last ever" concert, and Yogi asked me if I would take the ride for him, which I was happy to do.

The weather looked a bit average at first, but it turned out to be a beautiful day. We had Barney & Gloria, Ynot, Sarge, Pedro & Mozzie and another lady friend of Barney & Gloria's, Tony, on a neat looking Harley. Ynot was our designated Tail end Charlie.

After the usual coffee and pre ride chat we headed off and had our first bum rest at Beaudesert. I wasn't sure exactly where we had to turn off for the Lions road, so it was prearranged that Sarge would Zoom past at the appropriate time and go ahead to mark the turn off for us, and we all know that when Sarge zooms, he "ZOOMS".

The Lions road was worse than I remembered. Pot holes were every where from the rain, and have there always been that many narrow bridges on this road?

The Steel Horse — December 2010—page 4

December
2010

We went to a pub in Kyogle, had a nice cold beer and then went down the road to a food shop where we all had something to eat. We left Barney, Gloria and Tony there because they were going home a different way.

After we fuelled up we came back to the Mt. Lindsay Highway and on to Rathdowney where we stopped for another coldie. It ended up being quite a hot day. We gave the Lions road a miss on the way back.

While we were having our coldie, who should go puttering past? - none other than Barney and Co.

We said our good byes there and we all headed off to our separate destinations.

Everyone seemed to have had a great day. I certainly did and I'm already looking forward to the next ride.

Great riding with great friends....what more could you ask for.

Cheers

Steiny

Why do you Ride? Baz's reply!

Why do I ride a bike? If you have to ask, then (chances are)... you won't understand... but here goes anyway.

The man on the ABC said it best. He was speaking in a radio interview about how to recognise fine porcelain. His point was that the world around us is really shaped by the way we think about things. Two people can look at the same object and one just sees a mundane piece of crockery while the other sees the beauty of an artist's creation. So if we just look at the day to day events and objects in our lives as fairly ordinary then chances are that is the sort of world we are going to create for ourselves.

I think the reason I have always gained so much pure pleasure from riding motorcycles is because I started fairly late in life and have never once looked on it as an *ordinary* activity. However, riding a motorcycle for some people is ordinary. They've been riding since their youth; some even ride to work each day. For those people a motorcycle is probably just a quick and economical method of transportation and no longer holds any special magic.

But for me it is *different*. I have unashamedly romanticised all my adventures on two wheels, and I've had a few now. Whether it was riding through the Adelaide Hills or dense rainforest in the Tully hinterland or just doing the Shannon run, my stories try and capture that special essence of being "out there".

This passion has also taken me further afield as well with several ride adventures in the USA. If I close my eyes and concentrate, I can still picture the red superstructure of the Golden Gate Bridge half hidden in mist and towering overhead as I zoomed across it on a Harley Sportster with loud pipes. In my mind's eye I can see the endless plains of Idaho and the flat shimmer of the salt lake in Utah as I hung suspended in a mirage between sky and endless ribbon of black highway. Climbing through pine clad mountains in Oregon I can still smell the fresh cut timber and flinch at the sudden appearance of a timber truck rounding a corner up ahead and passing too close on my left hand side. Or I am riding up above the snow line on the Going-to-the-sun Road in Glacier National Park Montana, spell-bound by the scenic grandeur, the cold forming icicles on my handlebars and creeping into any crevice in my heavy winter riding gear. These are just some of the many special riding moments in my life when I never felt more alive.

My steel steed stands in the corner of the garage all week long, the shiny chrome and paint gleaming - a weekend escape machine that catapults me into another dimension yet runs on plain unleaded fuel.

When I climb out of my car on an evening, sometimes ground down by another work day of tedium and lack of real adventure - that beast glints at me. I toss a look at it over there in the corner. Immediately my pulse quickens. My eyes roam over those swept back handlebars frozen in a pose of swiftness like the statue of Mercury. The V-twin motor waits in silent tension ready to spring into instant life at the press of the starter button. The rakish angle of the exhaust pipes sends a defiant message to the world of caution. Everything about it says *...I am ready!*

I imagine the breeze and vibration and the road unwinding ahead like a flickering movie. Suddenly all the tensions of the day are *gone* man!

Baz

March
2010

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



Steel Horses July-August 2017 Ride Calendar

JULY 2017

Sun	2	West	<i>Ride Captain: Sam (0419 174 201)</i> McDonalds Goodna - Dugandan Hotel - Rathdowney (lunch) - Kerry - Beaudesert - Home.
Sun	9	North	<i>Ride Captain: Mac (0439 444 655).</i> From the Caltex Carseldine Roadhouse we'll ride through a varied and less travelled route to Woodford for a mid-morning break. (Lots of twisties!) From Woodford up to the Bellthorpe Range Road and on to Maleny for lunch. Afternoon ride back through Bald Knob , Beerwah and Beerburrum onto the highway and down to Twin BP's to say our goodbyes.
Sun	16	South	<i>Ride Captain: Steiny (0419 672 216)</i> BP Servo at Yatala - Beenleigh - Logan River Road - left into Gardiner Road - right into Dairy Creek Road - left into Waterford-Tamborine Road - right at Tamborine Village Roundabout - left into Mundoolun Connection Road - Canungra - straight through to Advancetown Pub (bum break) - back up Clagiraba Road - left into Henry Roberts Drive to the top - down the Goat Track Road to Canungra Pub for lunch - back over the Goat Track Road to Tamborine Mountain - down past the Bearded Dragon Hotel - back to Yatala via Stanmore Road and goodbyes. There's a ride route map here .
Tues	18	MEETING	Lord Stanley Hotel . 994 Stanley Street East, East Brisbane . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sun	23	West	<i>Ride Captain: Sam (0419 174 201)</i> McDonalds Goodna - Crows Nest (lunch) - Home.
Sat & Sun	29 - 30		CHRISTMAS IN JULY!! A long-running annual event for our club, and a great weekend away! Meeting point will be the Caltex South servo at 2 Telemon St, Beaudesert . Departure time is 8:00am sharp. It will be a 5.5 hour run to our destination: the Bowra Hotel in Bowraville . Contact Boots (ozcruise@tpg.com.au 0438 748 404) for details.

AUGUST 2017

Sun	6	South	<i>Ride Captain: Steiny (0419 672 216)</i> BP Servo at Yatala - Tamborine Village - Canungra Pub (bum rest) - Beechmont Road - Advancetown Pub (lunch) - Clagiraba Road - Henry Roberts Drive - Goat Track Road - Tamborine Mountain - Tamborine Village - Mundoolun Road - Jimboomba - Waterford - Home.
Sun	13	West	<i>Ride Captain: Sam (0419 174 201)</i> McDonalds Goodna - Boonah - Queen Mary Falls - Yangan (lunch) - Aratula - Home.
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	<i>Ride Captain: Pyro (0413 905 141)</i> Caltex Carseldine Roadhouse - Mount Mee lookout - lunch at the Landsborough Pub - Bald Knob - Peachester - goodbye stop at the BP south bound at Burpengary. Approx 200km
Sun	27	South	<i>Ride Captain: Steiny (0419 672 216)</i> Something different today ... a cruisy bay run! BP Servo at Yatala - Norwell Road - up the highway to Loganholme - Carbrook - Victoria Point - Hova Garden Plaza (coffee) - then all around, ending up at Wellington Point (lunch) - then Capalaba - Caltex servo near Gateway Arterial for goodbyes. Reasonably early finish. Route map is here .



A FEW JOKES :-)

Business Man in 1st Class, to a sexy gorgeous air hostess ...

Business Man: "What is your name?"

Hostess: "Angela Benz, Sir!"

Business Man: "Lovely name, any relation to Mercedes Benz?"

Hostess: "Yes Sir, very close."

Business Man: "How close?"

Hostess: "Same price!"

A young ventriloquist is touring Norway and puts on a show in a small fishing town. With his dummy on his knee, he starts going through his usual dumb blonde jokes.

Suddenly, a blonde woman in the fourth row stands on her chair and starts shouting, "I've heard enough of your stupid blonde jokes. What makes you think you can stereotype Norwegian blonde women that way? What does the colour of a woman's hair have to do with her worth as a human being? It's men like you who keep women like me from being respected at work and in the community, and from reaching our full potential as people. Its people like you that make others think that all blondes are dumb! You and your kind continue to perpetuate discrimination against not only blondes, but women in general, pathetically all in the name of humour!"

The embarrassed ventriloquist begins to apologize, and the blonde yells: "You stay out of this! I'm talking to that little sh*t head on your lap!"

A blonde teenager, wanting to earn some extra money, decided to hire herself out as a 'handy-woman' and started canvassing a nearby well-to-do neighborhood.

She went to the front door of the first house and asked the owner if he had any odd jobs for her to do.

"Well, I guess I could use somebody to paint my porch," he said. "How much will you charge me?"

Delighted, the girl quickly responded, "How about \$50?"

The man agreed and told her that the paint brushes and everything she would need were in the garage.

The man's wife, hearing the conversation, said to her husband, "Does she realize that our porch goes ALL the way around the house?"

He responded, "So?" The wife replied, "I guess I'm starting to believe all those dumb blonde jokes we've been getting by e-mail."

Barely an hour-and-a-half later, the blonde came to the door to collect her money.

"You're finished already?" the startled husband asked.

"Yes," the blonde replied, "and I even had paint left over, so I gave it two coats."

Impressed, the man reached into his pocket for the \$50.00 and handed it to her along with a ten-dollar tip.

"And by the way," the blonde added, "It's not a porch - it's a Lexus."

I was at the bar the other night and overheard three very hefty women talking at the bar.

Their strong accent appeared to be Scottish, so I made my move and asked, "Hello, are you three lassies from Scotland?"

The really large one angrily screeched, "It's Wales, Wales you bloody idiot!"

So I apologized and replied, "I am so sorry ...

Are you three whales from Scotland?"

And that's the last thing I remember.



MORE JOKES!! 😊

Brenda and Steve took their six-year-old son to the doctor.

With some hesitation, they explained that although their little angel appeared to be in good health, they were concerned about his rather small penis.

After examining the child, the doctor confidently declared, "Just feed him pancakes. That should solve the problem."

The next morning when the boy arrived at breakfast, there was a large stack of warm pancakes in the middle of the table.

"Gee, Mom," he exclaimed, "for me?"

"Just take two," Brenda replied. "The rest are for your father."

A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this cool guy, "Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?"

The guy replies, "I'm Jack, retired airline pilot from Houston."

Saint Peter consults his list. He smiles and says to the pilot, "Take this silken robe and golden staff and enter the Kingdom." The pilot goes into Heaven with his robe and staff.

Next, it's the priest's turn. He stands erect and booms out, "I am Father Bob, pastor of Saint Mary's for the last 43 years."

Saint Peter consults his list. He says to the priest, "Take this cotton robe and wooden staff and enter the Kingdom." "Just a minute," says the good father. "That man was a pilot and he gets a silken robe and golden staff and I get only cotton and wood. How can this be?"

"Up here - we go by results," says Saint Peter. "When you preached - people slept. When he flew, people prayed."

Three men died on Christmas Eve and were met by Saint Peter at the pearly gates.

"In honour of this holy season" Saint Peter said, "You must each possess something that symbolizes Christmas to get into heaven."

The Englishman fumbled through his pockets and pulled out a lighter. He flicked it on. "It's a candle", he said.

"You may pass through the pearly gates" Saint Peter said.

The Scotsman reached into his pocket and pulled out a set of keys. He shook them and said, "They're bells."

Saint Peter said "You may pass through the pearly gates".

The Irishman started searching desperately through his pockets and finally pulled out a pair of women's panties. St. Peter looked at the man with a raised eyebrow and asked, "And just what do those symbolize?"

The paddy replied, "These are Carols."

A tour bus driver is driving with a bus load of seniors down a highway when he is tapped on his shoulder by a little old lady. She offers him a handful of peanuts, which he gratefully munches up. After about 15 minutes, she taps him on his shoulder again and she hands him another handful of peanuts.

She repeats this gesture about five more times. When she is about to hand him another batch again ... he asks the little old lady, "Why don't you eat the peanuts yourself?"

"We can't chew them because we've got no teeth", she replied.

The puzzled driver asks, "Why do you buy them then?"

The old lady replied, "We just love the chocolate around them."



EVEN MORE JOKES!! 😊

An Arab family was considering putting their grandfather Abdullah in a nursing home. All the Arab facilities were completely full, so they had to put him in an Italian home.

After a few weeks in the Italian facility, they came to visit Grandpa. "How do you like it here?" asked the grandson. "It's wonderful! Everyone here is so courteous and respectful," said grandpa.

"We're so happy for you. We were worried that this was the wrong place for you since you are a little different from everyone."

"Oh, no! Let me tell you about how wonderfully they treat the residents," Abdullah said with a big smile.

"There's a musician here - he's 85 years old. He hasn't played the violin in 20 years, and everyone still calls him 'Maestro'! There is a judge in here - he's 95 years old. He hasn't been on the bench in 30 years and everyone still calls him 'Your Honour'. There's a dentist here - 90 years old. He hasn't fixed a tooth for 25 years, and everyone still calls him 'Doctor'! And me - I haven't had sex for 45 years, and they still call me 'The F--king Arab'."

A young man with his pants hanging half off his ass, two gold front teeth & a half inch thick gold chain around his neck, walked into the local welfare office to pick up his dole payment.

He marched up to the counter and said, "Hi. You know, I just HATE drawing welfare. I'd really rather have a job. I don't like taking advantage of the System, getting something for nothing."

The social worker behind the counter said "Your timing is excellent. We just got a job opening from a very wealthy old man who wants a chauffeur and bodyguard for his beautiful daughter. You'll have to drive around in his 2015 Mercedes-Benz CL & he will supply all of your clothes."

"Because of the long hours, meals will be provided. You'll also be expected to escort the daughter on her overseas holiday trips. This is rather awkward but you will also have to satisfy her sexual urges as the daughter is in her 20's and has a strong sex drive."

The guy, wide-eyed, said, "You're bullshittin' me??"

The social worker said, "Yeah, well ... you started it."

A man had two of the best tickets for the Super Bowl. As he sits down, another man comes along and asks if anyone is sitting in the seat next to him. "No," he says, "the seat is empty."

"This is incredible!" said the man, "who in their right mind would have a seat like this for the Super Bowl, the biggest sporting event of the football world, and not use it?"

He says, "Well actually, the seat belongs to me. My wife was supposed to come with me, but she passed away. This is the first Super Bowl we haven't been to, together, since we got married."

"Oh. I'm sorry to hear that. That's terrible. I guess you couldn't find someone else, a friend, or relative, or even a neighbor, to take the seat?"

The man shakes his head. "No. They're all at the funeral."

A bloke walks into a Glasgow library and says to the prim librarian

"Excuse me Miss, dey ye hiv ony books on suicide?"

To which she stops doing her tasks, looks at him over the top of her glasses and says "Screw off, ye'll no bring it back!"

