

STEEL HORSES

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

AUGUST 2017

VOL 8, ISSUE 7

OUR NEW PATCH!



A NEW BEGINNING!



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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.

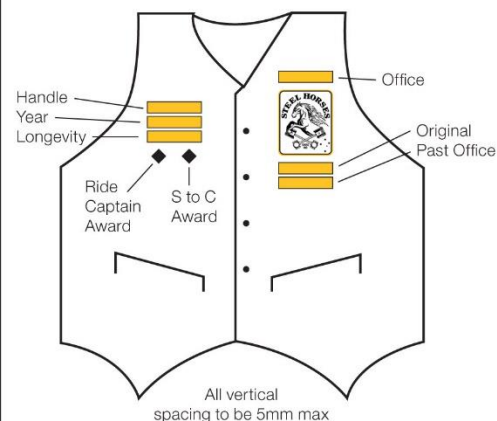
The annual membership
subscription is \$36 for Riders,
Pillions, and Social Members.

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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Guess who likes salt!!!



Rowdy celebrates his birthday ...



STEINY'S SPIEL

THE PRESIDENTS REPORT



Well, here we are again. Another month, and what a month! We have been very busy. A lot of changes have been happening in the club lately.

New Club Patch.

I asked the members to offer some samples for a selection process and quite a few did.

The original patch was included in the mix of 7, but Boots design on our T-Shirts won the vote for the new club patch, hands down.

Princess and I chased around for a new supplier for T-Shirts, and we finally settled on a local guy who has given us a good deal. As a matter of fact, he is doing all our printing as I write this, and I hope to have all our T-Shirts on hand to distribute to those who have ordered them on the night of the meeting.



Patch change = new banner for our marque, and also new "Invite to Ride Cards."

A big "Thank you" on behalf of all the members, to Kim, Roach and Boots for all their work in supplying photos for our Invite to Ride cards, the artwork preparation involved to present to the printer, and all the other bits and pieces that needed to be done to enable all this to come about.

The rules and guidelines are being updated to reflect these changes, and once they are approved by the OFT, I will print out new rule books for the Clubs Committee.

Bowraville was a great weekend, although Boots had a bit of trouble with his bike.

Look forward to seeing you all at the August meeting.

Cheers ...

Steiny.

"A man has got to know his limitations"

STEEL HORSES SOUTH RIDE

Sunday 16th July 2017

Ride Captain: Steiny.

Riders: Drastic and Kim.

I set the alarm and when I woke up and looked outside, I thought "This is going to be a fizzer"; but I hadn't made any arrangements about an early text or email to the members, so I decided to at least go to the meeting point. I looked at the weather BOM, and all the rain had appeared to have passed over us. When I got to BP Yatala, not surprisingly, there weren't many there. Just Drastic and Kim.

So we headed off ... Bark Hill ... Logan Village ... Tamborine Village ... Canungra ... Advancetown pub (bumrest), then back over the mountain to Canungra pub for lunch. Then back over the mountain ... Jimboomba Shell and up Beaudesert Road and home.

Started out a crappy day but ended up perfect.

Another great Ride with the crew.

Cheers ... Steiny.

"A man has got to know his limitations"



STEEL HORSES WEST RIDE

Sunday 23rd July 2017

Ride Captain: Sam.

Riders: Roach, Hippy, Pyro, Phoenix, Steiny and Yogi (for breakfast).

A good turnout for our club run with the Steel Horses today. At McDonalds in Goodna we met up with Trip leader Sam, Pyro, Phoenix & our TEC Steiny. Yogi joined us for brekkie and a chin wag before he bid the group farewell.

9.10am we were on the bikes and making our way to our first bum break – The Club Hotel in Esk. We ventured down the Ipswich motorway then onto the Warrego Highway. We turned off onto Lowood-Minden Road, passed through Coolana, Tarampa, Coominya and Moomba before arriving at The Club Hotel.

After a light beverage and chin wag we were back on the bikes by 10.55am and heading for our lunch break pit stop The Pioneer Arms Hotel in Goombungee. From Esk we took Route 85 – Esk/Hampton Road, passed through Redbank Creek, Ravensbourne and Hampton before arriving at The Pioneer Arms. A fantastic pub lunch with very LARGE servings was enjoyed at The Pioneer Arms. Definitely a place we would recommend to have a meal if you're planning a pitstop in Goombungee.

After lunch around 1.00pm we bid our farewells to Sam and Pyro lead the group to Murphy's Creek pub. Here we stopped for a leg stretch and light refreshment then 2.15pm we were back on the bikes heading for our fuel break pit-stop – The BP in Blacksoil. We all enjoyed an ice-cream, said our goodbyes and made our way home via the Warrego Highway, Ipswich Motorway and Logan Highway. A 371km round trip, leaving from Tanah Merah today.

Thanks Sam for organising a fab run. Thanks to Pyro for leading the group home from Goombungee and thanks to the club members that came along to make this another fantastic club run. Cheer guys – Roach & Hippy



CHRISTMAS IN JULY AT BOWRAVILLE NSW - Saturday & Sunday 29-30 July 2017

RIDE REPORT BY ROACH

Ride Captain: Boots.

Attendees: Bill, Drastic, Hippy, Hoffy, Jak, Kim, LuckyJ, Mac, Ned, Phoenix, Pyro, Roach, Rosie, Steiny and SuzieQ.

On Saturday morning at silly o'clock – 7.15am, Hippy and I met up with Steiny, Ned, Kim, Rosie, Jak, Mac, Boots, Lucky J and Benelli Bill at the Hungry Jacks in Beaudesert for brekkie and a yarn. Some of these wiser members in the group decided to stay in a hotel in Beauy Friday night so they didn't have to brave the chilly elements – that was a clever move on their part as it was a very cold ride to Beauy. After brekkie we headed to our meeting point the Caltex Servo on Telemon Street. Here we met up with Pyro, Phoenix, Hoffy, Drastic & SuziQ. There were 12 bikes and 16 club members on this run, so an impressive turnout from the club.

8.10am we were all geared up and on our way to our first pit stop/bum break in Kyogle. Boots lead the group while Steiny & Ned were our TEC's. We passed through Rathdowney, Palen Creek, Unumgar, Grevilla, Rukenvale and Winagree before arriving in the Kyogle township. Here we stopped for a light refreshment and the group brought a syndicate ticket for Saturday night's big draw.

10.25am we were on our way to our second rest stop. We stopped at Braemar Forest Park on Summerland Way in Ellangowan where Hippy launched his drone and took a few shots of the group.

11.30am we were on our way to our third stop, the Coles Express servo on Bent St in Grafton. We passed through Banyabba, Gurrang, Dilkoon, Warragai Creek, Koolkan and Junction Hill before arriving in Grafton

12.45pm we were on our way to our lunch break pit stop The Coramba Hotel on Gale St in Coramba. We passed through Braunstone and Flaggy Creek and saw a convoy of vintage tractors along Orara Way. As we were approaching Glenreagh Boots had a few problems with his gear shift leaver. Everyone pulled over to the side of the road and congregated around Boot's bike. There was a bit of tinkering with the leaver and Boots made the decision to slowly coast his bike to the Idle In Café in Nana Glen. There was a small mishap while travelling along the Orara Way stretch which had Boots and Kim's bikes sliding out on a bit of gravel. Thankfully there was no damage done to rider/pillion and bikes. Boots' gear shift leaver came right so we continued onto The Coramba Hotel. The guys had another tinker with the leaver outside the hotel then we all sat down to a fab pub lunch.



CHRISTMAS IN JULY (cont)

3.10pm we were on our way to Bowra Hotel on High St in Bowraville. We passed through Karangi, Coffs Harbour, Boambee, Bonville, Raleigh, Valla, Wirrimbi and Tewinga until we reached our destination at 4.20pm. The bikes were all securely garaged in parking which the Bowra Hotel so kindly offer to our group. By 4.30pm we were in the bar partaking in a few well earned bevvies. Around 7pm a fab BBQ diner was served. Around 8pm the live band Voodoo Punch were rocking out some fantastic tunes which had many of our members shaking their booty on the dance floor. We enjoyed the entertainment until the bands final song just before midnight, then we hit the hay. A couple of die-hard peeps stayed up (Hoffy & Lucky J) while the rest of us opted to get our beauty sleep and crashed for the night.

Sunday morning the group congregated outside the kitchenette where teas and coffees went down a treat. A BBQ brekkie was put on at 8am for the troops. The group bid our farewells to Jak, Steiny and Ned as they were stopping off in Grafton for the night and were going to head off later in the day. The rest of us we were all packed up and on the road by just after 9am with Boots being our trip leader and Pyro our TEC. Our first stop and fuel break was at the Caltex on the Pacific Highway in Coffs Harbour.

10.10am we were on our way to Ulmarra. We passed through Sapphire Beach, Woolgoolga, Corindi Beach, Halfway Creek, Glenugie and South Grafton before arriving at J's Café Garden in Ulmarra. An interesting conversation with us, Benelli Bill and the café owner on how to pronounce 'Scone' for his morning tea refreshment had us chuckling away and it was 3 against 1 teaching Bill on how we say 'Scone'.

12.10pm it was back on the bikes making our way to Ballina. We passed through James Creek, Chatsworth Island, Tabbimoble, New Italy, Woodburn, Wardell, Pimlico before arriving at the Westower Tavern on Kalinga St in Ballina. Here we said our goodbyes to Boots, Hoffy and Benelli Bill while the rest of us enjoyed a fantastic pub lunch.

2.20pm we were on our way back to Logan, QLD with a fuel stop off at Liberty Fuels on River St in Ballina. Here everyone said their goodbyes and made their own way home. Along the M1 we passed through Cubalum, Knockrow, Newyrbar, Ewingsdale, Ocean Shores, Duranbah and Tweed Heads then the motorway became a car park with traffic moving at a slow crawl when we crossed the NSW/QLD border. This made for a very slow trip for the rest of our ride along the M1 as traffic only eased once we hit Ormeau. We arrived home around 4.30pm after a fantastic weekend away.

Thanks to Boots for organising and leading another fab ride and thanks to those members who made this such a fantastic weekend. Cheers from Roach & Hippy



STEEL HORSES SOUTH RIDE

Sunday 6th August 2017

Ride Captain: Steiny.

Riders: Scouse, Jak, Phoenix, Pyro, Kim and 2 visitors - Robbie (with his son as pillion) and Michael.

I got to the ride start point early and Kim was already there. We had coffees and by the time we were ready to go we had 8 starters: Steiny, Scouse, Jak, Phoenix, Pyro, Kim, and 2 visitors - Robbie and Michael. Michael found us on the website and called to ask if he could join the ride.

We went out to Canungra, via a little extension of the ride through roads we didn't know about, thanks to Pyro, and had our first bum break at The Outpost.

Then right around Beechmont Road to Advancetown Pub for lunch. We were met there by Mac and Yogi. Pyro and Phoenix left us at Canungra because Phoenix wasn't feeling too well.

We went up Henry Roberts drive to the top ... down to Tamborine Village and then on to the BP in Beenleigh where we usually stop for our goodbyes. Another great day riding with good friends. See you on the next one.

Cheers ... Steiny.

"A man has got to know his limitations"



Our Club ...



REVIEW

2017 Triumph Bonneville T120

18th October 2016

by Mark Hinchliffe

<https://motorbikewriter.com/2017-triumph-bonneville-t120-review/>



The liquid-cooled Triumph T120 is such a quantum leap up from the old air-cooled Bonneville T100 it will even convince the most ardent of traditionalists. The T120 revives the 1959 name and retains that classic retro vibe, yet the detail, finish, handling, power, torque, comfort, features, safety, economy and overall performance are all so much better.



The new T120 and T120 Black cost about \$17,000 plus on-road costs which is about \$3000 more than the old 856cc T100 models and \$1500 more than the new 900cc T100.

However, I believe the price hike is justified. Some may prefer the simple, air-cooled bikes with the lumpy 360-degree crank rather than the smoother 270 firing interval. But they will soon be convinced as I was.

I own a T100 and I was sceptical until Michael Oliver of Oliver's Motorcycles in Brisbane loaned me a T120 Black for test. As soon as I fired up the engine with the modern one-touch kill/ignition switch I was hooked. The 1200cc, eight-valve, liquid-cooled, parallel twin engine does not quite sound the same, but the deeper throb from the twin peashooter mufflers is delicious.



The straight-line exhausts have a clever twin-skin design that covers the pipe run through the cat box and out again. It not only looks neat, but sounds terrific. And once you experience the urge and easy low-to-midrange torque boost of the bigger twin, you will forget any fanciful romantic notions of 360-degree cranks and farting exhausts. This twin is a thoroughly infectious engine that is quick revving, flexible and lusty.



It is married to a silky smooth six-speed gearbox with taller ratios, so you can spend longer in a gear and enjoy the torque. Yet you can also quickly slip through the gears and enjoy the headiness of the top-end revs. It hits the soft limiter at 7000 revs, which is 1000 shorter than the previous model. However, with taller gears, it still cruises nicely with sixth gear barely ticking along with 2800rpm at 100km/h. Great for

cruising. Yet the low-to-midrange torque and power are where you will ride most of the time and it's thrilling and responsive to the fly-by-wire throttle.

Fuelling is smooth and you can easily do feet-up u-turns or small roundabouts without having to slip the clutch. Perhaps the closest bike to this is the more expensive BMW R nineT (\$23,211 ride away); but this drivetrain feels so much more flexible and enjoyable. It also feels a much lighter and more nimble bike than the Beemer. It's 20kg more than the previous model and weighs around the same as the BMW but carries its weight higher. Yet it feels lighter off the side stand and, once mobile, it feels like a much smaller bike.

Thanks to an 18-inch front wheel, down from 19 inches on the T100, it turns quicker and swaps direction very easily. It's great for a quick succession of corners on your favourite twisty road or threading your way through commuter traffic. If you start working the gears, it is a rewarding ride and the slip-assist clutch is handy in preventing rear-wheel lock-ups when you are hurrying your downshifts.

It's not just about go, either. Stopping is now greatly enhanced with twin discs up front and ABS that is effective, smooth and unobtrusive. The same goes for the switchable traction control which is one of the best I have experienced. You can turn it on and off easily via a control on the left handlebar that toggles through the vast array of information on the comprehensive twin LCD screens in the dual instrument pods. I switched traction control off and the massive midrange torque easily induced power slides that came on smoothly. However, with traction control back on, it allows a little tyre-squirm but with a safety net. And instead of a sudden loss of power when the traction control comes on, it is hardly noticeable. In fact, some traction controls cut the power so severely, there is a chance of going from a slide to a high side. Not with this velvet-smooth control.





There are also two engine modes – Road and Rain – available through a control on the right switchblock which softens throttle response for wet roads. Unlike most of these, it doesn't make the bike feel dead and detached, just more controllable.

Everything about the new T120 exudes sophistication and refinement. Even the touch of the handlebar controls and switchgear is so much better. The only notchy feel is in the indicator cancel function. Everything else has a luxury car feel. The level of finish and detail is also luxury class from the classy touches of brass down to the deep and luscious paintwork and chrome. The T120 Black replaces the chrome with a matt finish that won't shine up with age.



Old T100 riders might love the simplicity of their machines, but I sure would like some of the simple "modern" features added here such as a fuel gauge, gear position indicator and lockable petrol cap. Other modern creature features include heated grips, engine immobiliser with a transponder in the key fob, convenient USB charging socket near the headstock, LED rear lights and the cool-looking LED daytime running lights which you can use without the headlight.

Riding position is neutral or sit-up-and-beg with a bench seat that is firm, but comfortable with a slight saddle-shaped contour for the rider. Even though it sits 10mm higher, the seat is slimmer, so it should still suit a wide range of rider heights. On the T120, the saddle is brown which is a nice contrast from all that black. The pillion gets a seat sash and a nice, thick bar to hold on.



Ride is improved over the T100 thanks to KYB forks and shocks, but I would still consider upgrading the twin shocks if carrying a pillion. The forks are nicely sorted and don't have the jackhammer effect of the T100. They also nicely match the rear so the bike doesn't wallow through bumpy corners. However, the rear shocks lack some rebound damping, so it does pogo a little on B grade country roads. The setup provides plenty of confidence for cornering

on smooth road surfaces, although you will run out of clearance fairly easily and start scraping the foot pegs.

That's because the pegs drop down a bit from the mount to give you a more comfortable knee bend. If cornering clearance is more important than comfort, you can swap over for about \$90 to the Street Twin pegs which are straight or the Thruxton pegs that step up from the mounts.

Triumph's choice of Pirelli Phantom tyres is clever as they not only look retro, but also have good all-round grip. Even though the tank has dropped 1.5 litres in capacity to 14.5L, the effective range is improved as the fuel economy is so much better. Despite giving the bike a solid run through the country, up and over hills and not sparing the limiter, it returned 4.3L/100km. In touring mode, with long stretches in the tall sixth gear, you can expect to see 300km before the fuel light comes on. My T100 fuel light comes on at about 230km.

My only concern is that the engine runs hotter than before, despite being water cooled. It pumps out a reasonable amount of heat on the right thigh. But being a naked bike, that heat quickly dissipates when you're moving. It would only be an issue on a slow summer commute.

Like the T100, the new T120 is designed as an all-rounder that has an easy riding position and manoeuvrability for traffic, is competent on a twisting road and is comfortable for midrange touring.



2017 Triumph Bonneville T120 SPECIFICATIONS:

- Price: \$17,500
- Engine: 1200cc, liquid-cooled, 8-valve, SOHC, 270° crank angle parallel twin
- Bore x stroke: 97.6 x 80mm
- Compression: 10.0:1
- Power: 59kW (80HP) @ 6550rpm
- Torque: 105Nm @ 3100rpm
- Transmission: 6-speed; chain drive; wet, multi-plate assist clutch
- Frame: tubular steel cradle
- Wheels: 32-spoke 18 x 2.75in; 17 x 4.25in
- Tyres: 100/90-18; 150/70 R17 Pirelli Phantom
- Suspension: KYB 41mm cartridge forks, 120mm travel; KYB twin shocks with adjustable preload, 120mm rear wheel travel
- Brakes: 310mm discs, Nissin 2-piston floating calipers (front); 255mm disc, Nissin 2-piston floating caliper (rear), ABS
- Instruments: analogue speedometer, analogue tachometer, gear position indicator, fuel gauge, range to empty, service indicator, clock, trip computer, scroll and mode buttons on handlebars, heated grip status, fuel consumption display, traction control status and throttle mode display.
- Width: 785mm
- Height (without mirror): 1125mm
- Seat: 785mm
- Wheelbase: 1445mm
- Rake: 25.5°
- Dry Weight: 224kg
- Tank: 14.5L
- Colours: Cranberry Red and Aluminium Silver, with hand-painted coach lines; Jet Black and Pure White, with hand-painted coach lines; Jet Black; and Cinder Red (T120); Jet Black and Matt Graphite (T120 Black).

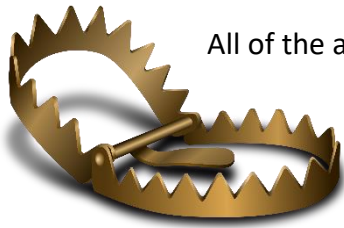


WARNING! WARNING!

More speed cameras and point-to-point cameras!

Police and the Department of Transport and Main Roads have recently installed a new combined red light and speed camera system, and two average (P2P) speed camera systems, on south-east Queensland roads.^{1 2}

- A red light/speed camera has been installed at Kingston Road, Waterford West, at the intersection with Muchow Road.
- An "Average Speed Camera (P2P) System" has been installed at the Bruce Highway (southbound direction), between Landsborough and Elimbah.
- Another "Average Speed Camera (P2P) System" has been installed on the Mount Lindesay Highway (north and southbound direction) between Jimboomba and Park Ridge South.



All of the above 3 new installations are now operational.

If you're interested, here is a link to ALL fixed speed and redlight cameras in Queensland:

<http://tinyurl.com/QLD-fixed-cameras>



In an announcement, the Road Policing Command Assistant Commissioner of the Queensland Police Service, Mike Keating, said that "these new installations will save lives".

SORRY MR MIKE KEATING; BUT YOU'RE COMPLETELY FULL OF SHIT!

There's a lot of research which clearly shows that speed cameras are actually killing us³; but you'll never read about it in your local paper. As the Queensland "Road Policing Command Assistant Commissioner" (how do they come up with these idiotic titles?!) must know, it's all about revenue, **not** road safety. It has been clearly demonstrated over and over again that speed cameras do **not** change the behaviour of speeders, and they **cannot** prevent accidents; but governments continue to deliberately rig cameras for increased revenue.⁴

There's been a **LOT** of research done in this area in Europe, and particularly in the United Kingdom. Mr Paul Garvin, the Chief Constable of Durham, got into trouble with his superiors when he stated the fact that "only 3% of accidents involve cars exceeding the speed limit" and "the cause of accidents is clearly something different than exceeding the speed limit and we ought to be looking at those other factors".⁵ Even the British "The Telegraph" newspaper recently published an article titled "Speed cameras: the twisted truth", in which they decimate the "speed kills" bullshit sprouted by the police and politicians.⁶

If you want to read more about these rip-offs, do a Google search for "the case against speed cameras"⁷ or similar. You'll be amazed at what you'll find!

¹ <https://m.qt.com.au/news/new-combined-cameras-to-catch-road-offenders/3203449/>

² <http://www.jimboombatimes.com.au/story/4805680/highway-cameras-switched-on/>

³ <http://www.caradvice.com.au/332771/are-speed-cameras-killing-us-the-stats-say-yes/>

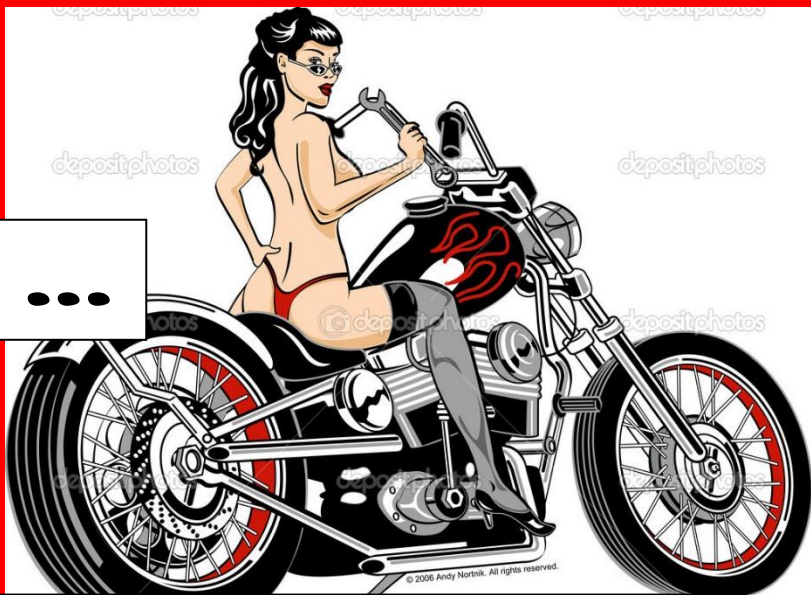
⁴ <http://www.carr.org.au/traffic-cameras.htm>

⁵ http://www.bbc.co.uk/radio4/today/reports/pdf/camera_smith.pdf

⁶ <http://www.telegraph.co.uk/motoring/road-safety/2749419/Speed-cameras-the-twisted-truth.html>

⁷ <http://tinyurl.com/no-speed-cameras>

Why go topless ...



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

Stock that's left:

1 x black long-sleeve Steel
Horses T-shirt (JB's brand)
size XL \$28.00

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

Contact Steiny to purchase:

0419 672 216

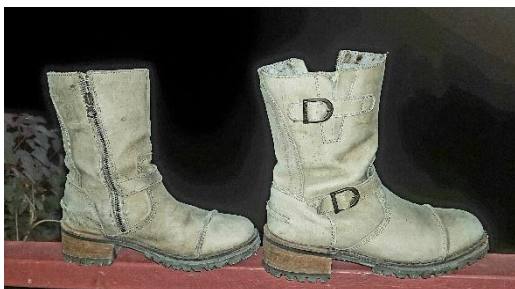
steiny1947@gmail.com



Get it on now!



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 \$80.00 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)



Drastic, Hippy, LuckyJ and Specs

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! :-)



Riding Tips

Front End Feel & How To Develop Front End Feel

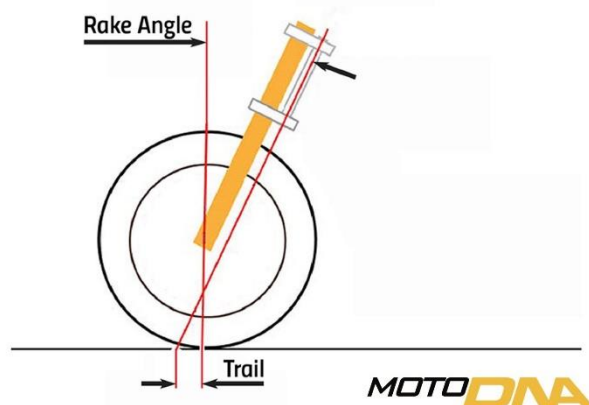
by Mark McVeigh (motoDNA Academy Founder)

<http://tinyurl.com/Front-End-Feel>

The key to riding a motorcycle well is to understand the available grip. This has obvious benefits on the track for lap time, reducing risk and increasing fun but also on the street where a rider who has high skill is less likely to succumb to a survival reaction, a major cause of motorcycle accidents.

Understanding Trail

Trail refers to motorcycle steering geometry and is primarily designed to assist motorcycle stability. To understand how trail works its useful to first think about a shopping trolley wheel. It's always wiggling about – from left to right. As you push the trolley forward, bumps and surface irregularities knock the wheel side ways, but the wheel always self aligns to try and go in the direction of travel. Your motorcycle is basically the same concept, but with a rake angle. The wheel is always self-centering as a torque is generated at the tyre contact patch keeping the wheel straight.



The force you feel when pushing on the inside handle bar to counter steer is largely due to trail, with the road pushing the tyre back to keep the wheels in line. Cruisers generally have a large trail which offers more stability but at the cost of heavy and slow turning. The Triumph Rocket's trail is over 150mm. Shorter trail found on sports bikes will provide quicker steering but at the cost of stability. The Yamaha R1 is 100mm. Trail is also directly linked to roll rate or how quickly the bike goes to lean. You may notice when the road is wet or slippery the steering feels lighter. This is due to the tyre slip at the contact patch on the low friction wet surface. This is steering feedback, indicating how much grip is available and is the same feeling but at a higher level when its dry. The bike is talking to the rider, telling us how much grip is available.

Trail Braking

On the track, a racer will approach a turn and at their braking marker apply full braking force normally with the bike virtually upright. As they turn in, they reduce brake pressure, easing off the brakes or trailing the brake as the bike lean angle increases until they get to the apex when they release the brake completely

and apply the throttle. The racers goal is to go from top speed on the straightaway to corner apex speed in the shortest possible time.

Only the front brake is used for trail braking as the rear brake contributes little braking power, has less feel and is normally reserved for mid corner fine adjustments or to stabilize the bike. Sounds easy enough in theory, but proper execution is complicated because it comes down to feel.



To comprehend the dynamics of trail braking, ignoring any aerodynamic effects, some understanding of tyres and grip is beneficial, with the amount of grip from the tyres depending on various factors. The main contributor to grip is the weight or load on each tyre. The ratio of maximum grip and vertical load is called the co-efficient of friction, and this normally decreases relative to the vertical load. As the brake is applied, torque is transferred through the wheel to the contact patch, which creates a horizontal force at the track surface. The road pushes back on the tyre and equally the tyre pushes forward on the track surface. You can thank Newton for this mechanical grip, as for each force there is an equal and opposing force. Also to consider, is the significant grip increase experienced as the front tyre contact patch pressure multiplies due to the load transfer when braking. This grip effect decreasing as the lean angle increases and the load transfers off the front to the rear.

As the brakes are applied and the weight shifts forward, the forks are also compressed. This compression of the forks alters the motorcycles steering geometry, reducing the rake and trail. This decreases stability but increases manoeuvrability in a fashion that makes the motorcycle lean and change direction at a higher roll rate. The tyres temperature also increases from this weight transfer and subsequent tyre loading, with tyre temperature windows critical for optimum grip. Track surface characteristics and other elements between the track and the tyre such as water or oil also play an important part in available grip.

Now that we understand trail and trail braking the next step is to understand how to develop feel. Front grip feel is about developing fine motor skills and dexterity with our hands. By coordination of small muscle movements involving the synchronization of hands and fingers with the eyes, to give a light touch on the handlebars, enables the rider to react to what the bike is doing in real time.

So if we have a light touch on the bars, how do we hold on? Body position is critical, supporting your upper body weight through you core, thus reducing pressure on your hands. Too much weight on your hands and you will loose feel. The rider must be mindful of not only how weight transfers around the bike when braking, cornering and accelerating, but also how our own body weight and pressure move from our hands to our bum and feet.

Also, make sure your arms are bent. As you go to lean drop your inside elbow aiming for 90 degree to the steering stem axis. Another important element for developing and building feel is consistency. If you are not consistent it's difficult to accurately evaluate what's going on. This is best achieved by practising.

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

Ride

JUST
WANNA
RIDE

Calendar

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 .

SEPTEMBER 2017

Sun	3	West	<i>Ride Captain: Yogi (0418 692 277).</i> Leave McDonalds Goodna at 9.00am travel to the Tenthill Hotel for a break via back roads though Walloon , Grandchester and Laidley . From there to O'Shanley's Irish Pub at Clifton for lunch via Ma Ma Creek Road. After lunch, home via a stop at Blacksoil for goodbyes.
Sun	10	North to the Obi Obi Bike Show !!	<i>Ride Captain: Mac (0439 444 655).</i> Caltex Carseldine Roadhouse - Woodford (bum break) - Ride straight to the Obi Obi Hall for the Bike Festival/Show (Facebook link here) and lunch (probably stay there for a few hours depending on interest levels) - head home via Mapleton - Landsborough - Bald Knob - Twin BP's on the highway for our goodbyes.
Sun	17	South	<i>Ride Captain: Steiny (0419 672 216)</i> BP Servo at Yatala - Canungra - Advancetown Pub (break) - Tomewin Mountain Road - Murwillumbah (lunch) - Numinbah Valley - Nerang - Coomera - BP Servo at Yatala . Route map is here . Approx 220 km.
Tues	19	MEETING	Lord Stanley Hotel . 994 Stanley Street East, East Brisbane . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sun	24	West	<i>Ride Captain: Sam (0419 174 201)</i> McDonalds Goodna - Nobby via Ma Ma Creek - lunch at Rudd's Pub - Allora - Maryvale - Home.

A FEW JOKES :-)



A Muslim was seated next to an Irishman on a flight from London. After the plane was airborne, drink orders were taken. The Irishman asked for a whiskey, which was promptly brought and placed before him. The flight attendant then asked the Muslim if he would like a drink. He replied in disgust, "I'd rather be savagely raped by a dozen whores than let liquor touch my lips."

The Irishman then handed his drink back to the attendant and said, "Me too, I didn't know we had a choice!"

An air traffic control tower suddenly lost communication with a small twin engine aircraft. A moment later the tower landline rang and was answered by one of the employees. The passenger riding with the pilot who lost communications was on a cellular phone.

He yelled, "Mayday, mayday! The pilot had an instant and fatal heart attack. I grabbed his cell phone out of his pocket and he had told me before we took off he had the tower on his speed dial memory. I am flying upside down at 18,000 feet and travelling at 180 mph. Mayday, mayday!"

The employee in the tower immediately put him on speaker phone. "Calm down, we acknowledge you and we'll guide you down after a few questions. The first thing is not to panic. Remain calm!"

He began his series of questions:

Tower: "How do you know you are travelling at 18,000 feet??"

Aircraft: "I can see that it reads 18,000 feet on the altimeter dial in front of me."

Tower: "Okay, that's good, remain calm. How do you know you're travelling at 180 mph?"

Aircraft: "I can see that it reads 180 mph on the airspeed dial in front of me."

Tower: "Okay, this is great so far, but it's heavily overcast. So how do you know you're flying upside down?"

Aircraft: "The shit in my pants is running out of my shirt collar."

At the National Art Gallery in Dublin, a husband and wife were staring at a portrait that had them completely confused. The painting depicted 3 black men totally naked, sitting on a bench. Two of the figures had black penises, but the one in the middle had a pink penis.

The curator of the gallery realized that they were having trouble interpreting the painting and offered his personal assessment. He went on for over half an hour explaining how it depicted the sexual emasculation of African Americans in a predominately white, patriarchal society. "In fact", he pointed out, "some serious critics believe that the pink penis also reflects the cultural and sociological oppression experienced by gay men in contemporary society."

After the curator left, an Irishman approached the couple and said, "Would you like to know what the painting is really about?"

"Now why would you claim to be more of an expert than the curator of the gallery?", asked the couple.

"Because I'm the artist who painted the picture," he replied. "In fact, there are no African Americans depicted at all. They're just three Irish coal miners. The guy in the middle went home for lunch."

Two policemen call into the station on the radio.

"Hello. Is this the Sarge?"

"Yes!"

"We have a case here, Sarge. A woman has shot her husband for stepping on the floor she had just mopped clean."

"Have you arrested the woman?"

"No sir. The floor is still wet."



MORE JOKES!! 😊

What "mateship" means:

Sheila didn't come home one night. When Bruce asked her where she'd been she said she spent the night at a girl friend's house. Bruce was a bit suspicious she'd been rooting around so rang her ten closest friends, but none of them had seen her. Next week Bruce didn't come home one night. Sheila asks him where the hell he'd been. Bruce says he got a bit drunk at a mate's place and thought it was safer not to drive and crash out there. Sheila thinks he's been rooting around so rings his ten best mates. Eight of them say he spent the night at their place and two claim he's still there.

Maria had just got married, and being a traditional Italian she was still a virgin. On her wedding night, staying at her mother's house, she was very nervous.

Her mother reassured her: "Don't worry, Maria, Tony's a good man. Go upstairs and he'll take care of you. Meanwhile, I'll be making pasta."

So, up she went. When she got upstairs, Tony took off his shirt and exposed his hairy chest. Maria ran downstairs to her mother and says, "Mama, Mama, Tony's got a big hairy chest."

"Don't worry, Maria," says the mother, "all good men have hairy chests. Go upstairs. He'll take good care of you."

So, up she went again. When she got up in the bedroom, Tony took off his pants exposing his hairy legs. Again, Maria ran downstairs to her mother. "Mama, Mama, Tony took off his pants and he's got hairy legs!"

"Don't worry! All good men have hairy legs. Tony's a good man Go upstairs and he'll take good care of you."

So, up she went again. When she got there, Tony took off his socks and on his left foot he was missing three toes. When Maria saw this, she ran downstairs. "Mama, Mama, Tony only has a foot and a half!"

Mama said, "Stay here and stir the pasta."

4 friends (Ladies) met 30 years after school at reunion.....

One went to take food while the other 3 started to talk about how successful their sons became.

No. 1 said her son studied economics, became a banker and was so rich, he gave his best friend a ferrari.

No. 2 said her son became a pilot, started his own airline became so rich, he gave his best friend a jet.

No. 3 said her son became an engineer, started his own development company became so rich, he built his best friend a castle.

No. 4 came back with a plate full of food and asked what the buzz was about.

They told her they were talking about how successful their sons became and asked her about her son.

She said her son was gay and he worked in a Gay Bar.

The other 3 said she must be very disappointed with her son for not becoming successful.

"Oh no!!" said the Lady. "He is doing good. Last week on his birthday he got a ferrari, a jet and a castle from 3 of his boyfriends!"

A blonde's dog goes missing and she is frantic. Her husband says "Why don't you put an ad in the paper?"

She does, but two weeks later the dog is still missing.

"What did you put in the paper?" her husband asks.

"Here boy!" she replies.

A friend told the blonde: "Christmas is on a Friday this year."

The blonde then said, "Let's hope it's not the 13th."



EVEN MORE JOKES!! 😊

The Lone Ranger was ambushed and captured by an enemy Indian War Party. The Indian Chief proclaims, "So, YOU are the great Lone Ranger!"

"In honour of the Harvest Festival, YOU will be executed in three days. Before I kill you, I grant you three requests. What is your FIRST request???"

The Lone Ranger responds, "I'd like to speak to my horse."

The Chief nods and Silver is brought before the Lone Ranger who whispers in Silver's ear, and the horse gallops away.

Later that evening, Silver returns with a beautiful blonde woman on his back. As the Indian Chief watches, the blonde enters the Lone Ranger's tent and spends the night.

The next morning the Indian Chief admits he's impressed. "You have a very fine and loyal horse. But I will still kill you in two days. What is your SECOND request???"

The Lone Ranger again asks to speak to his horse. Silver is brought to him, and he again whispers in the horse's ear. As before, Silver takes off and disappears over the horizon.

Later that evening, to the Chief's surprise, Silver again returns, this time with a voluptuous brunette, more attractive than the blonde. She enters the Lone Ranger's tent and spends the night.

The following morning the Indian Chief is again impressed. "You are indeed a man of many talents. But I will still kill you tomorrow. What is your LAST request???"

The Lone Ranger responds,

"I'd like to speak to my horse ... alone."

The Chief is curious, but he agrees, and Silver is brought to the Lone Ranger's tent. Once they're alone, the Lone Ranger grabs Silver by both ears, looks him square in the eye and says,

"READ MY LIPS!!!! FOR ... THE ... LAST ... TIME ... BRING POSSE!"

Four guys have been going on the same fishing trip for years.

Two days before the group is to leave, Bob's wife puts her foot down and tells him he isn't going. His mates are very upset that he can't go, but what can they do.

Two days later the three get to the camping site only to find Bob sitting there with a tent set up, firewood gathered, and dinner cooking on the fire, sitting having a cold beer.

"Hell Bob, how long you been here, and how did you talk your missus into letting you go?"

"Well, I've been here since last night. Yesterday evening, I was sitting in my living room chair and my wife came up behind me and put her hands over my eyes and asked, 'Guess who?' I pulled her hands off, and there she was, wearing a nightie. She took my hand and pulled me into our bedroom. The room had candles and rose petals all over. Well she's been reading that '50 Shades of Grey' book. On the bed she had handcuffs, and ropes! She told me to tie her up and cuff her to the bed, so I did. And then she said, 'Do whatever you want.' So, here I am!"

A blonde goes to the vet with her goldfish.

"I think it's got epilepsy," she tells the vet.

The vet takes a look and says, "It seems calm enough to me."

The blonde says, "Wait, I haven't taken it out of the bowl yet."

A blonde spies a letter lying on her doormat.

It says on the envelope "DO NOT BEND".

She spends the next 2 hours trying to figure out how to pick it up.

