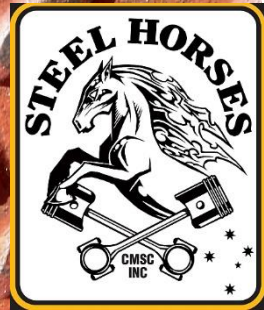




# THE STEEL HORSE



**The official newsletter of the  
Steel Horses Cruising Motorcycles Social Club Inc.**

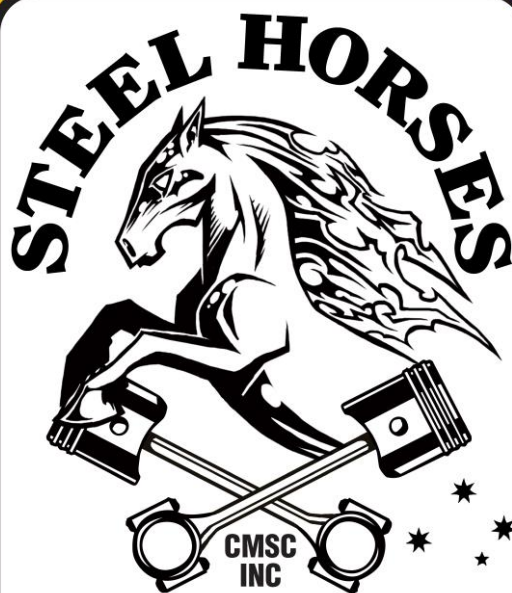
**FEBRUARY 2018**

**VOL 9 - ISSUE 2**

- Ride Reports & Photos
- The amazing Australia Day bash
- Review: Triumph Speedmaster
- Virtual Reality & Motorcycles







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#### **Ride Captains North:**

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Mac (0439 444 655)

#### **Ride Captains West:**

Yogi (0418 692 277) &  
Sam (0419 174 201)

### Monthly Meetings:

The **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](http://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.

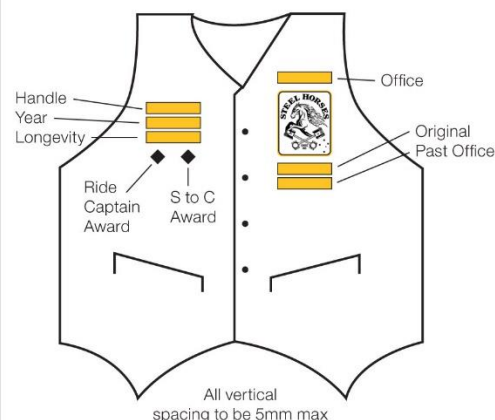
All Members must wear a vest and Club Patch.

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

### COVER PHOTO:

Photo by Angelo Lacancellera (from *unsplash.com*)

### **STEEL HORSES PATCH PLACEMENT**





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- \* Some jokes! :-)



**Some bikers  
practising their  
tea-drinking  
skills!!**





# STEINY'S SPIEL

## THE PRESIDENTS REPORT



Hi all,

Where's winter? Can't wait for it. Remind me in a few months that I said that.

We've had some exciting times in the last few weeks.

We were fortunate enough to have Mark Hinchliffe do an article on our club, which appeared on his "Motorbike Writer.com" website. After the first attempt was postponed due to Marks illness, we finally caught up with him for a photo shoot and individual interviews. We had a great attendance on the day and I thank all those members who were able to be there.

We have Pyro's weekend away coming up soon and Boots will be taking deposits at the next meeting for our Christmas in July. Make sure you get in early or you will be sleeping under a tree with the natives.

I will catch up with our Coordinator soon and work out a date for a poker run. We have plenty of good prizes, thanks to generous donations from "Bikers World" and some of our own members.

Rides are getting surprisingly good attendances, and that will get even better as the weather cools off a bit.

Hope to see you all at the meeting on the 20th. Keep the shiny side up.

Cheers ... Steiny.

*"A man has got to know his limitations"*





# STEEL HORSES NORTH RIDE

Sunday 14th January 2018

**Ride Captain: Mac.**

**Riders: Boots (TEC), Jak, and visitors Steve, Andrew and Siri.**

Today we had a ride up to Kenilworth for lunch and back. This was a very hot day with temps peaking at 41 degrees C according to Jak's screen on the Harley.

We had the pleasure of 3 visitors today. Andrew and Siri, a couple from Brisbane north looking for a club to come riding with. Nice folk. Will be in touch with us again soon. Steve, our best mate direct from the highlands of China graced us with his presence again on this day.

We were down in numbers today due to a conflicting ride and birthday celebration for a friend of the Steel Horses, Neil, who was turning 70 I believe. It was a good day as well apparently. Good to have many of us supported Neil on his big day.

We left from Carseldine Hungry Jacks at 9 am as usual and meandered our way through the back blocks of Morayfield and Caboolture via North Road that leads to Wamuran. Had a bum break at Woodford. Progressed onto the Bellthorpe range which is always a favourite for those who like to turn corners :) and then onto Malaney and finally Kenilworth pub for lunch.

I was pretty hot at this point and as we departed from lunch, it was tipping 38!! Obi Obi one way mountain climb was fun as usual but the temp didn't drop all that much on reaching the top.

The rest of the ride was just down to Steve Irwin drive and onto the Twin BPs on the highway for our ride call.

One small drama ... Steve ran out of petrol 1 km away from the Twin BPs and was gifted a few litres of fuel by a passer-by who felt sorry for him walking his bike. He caught up in 10 minutes and summarily filled his tank up to full :)

Mac.





# OUR REGULAR TUESDAY MORNING RUN TO MOUNT GLORIOUS

All these photos were taken on Tuesday morning 16th January 2018

Join us every Tuesday if you can! It's a great ride!





# STEEL HORSES SOUTH RIDE

Sunday 21st January 2018

Ride Captain: Steiny.

Riders: Kim, Pyro, Phoenix, Jak, Ace, Rob, Mac, Visitors Trouble, Steve and Bill.

11 starters was awesome! The early start didn't put these guys and gals off. Frankly, I was shocked.

The idea was to go straight to Canungra for a quick bum break, but everyone wanted to have brekky at the Outpost Cafe and then lunch at the Outpost later. By the time we went right around Beechmont loop and back to Canungra, it was too early for lunch, so we decided to keep going and went up Henry Roberts Drive, to the St. Bernards pub for another bum break and a beer and then on to the Bearded Dragon for lunch.

However, when we looked at the menu, everything was just so expensive we gave the idea a miss, (even bangers & mash was \$24). Jak bought a hamburger and he gave us a smell of it, and his chips, and made us watch him eat every one.

So we all departed from there after a long chat and a cold drink, and went our separate ways. The weather was good, cloudy and cool. Thanks for coming.

Cheers ... Steiny.

*"A man has got to know his limitations"*





# AUSTRALIA DAY BBQ AT HIPPY & ROACH'S PLACE

Friday 26th January 2018

Hippy and Roach hosted a fantastic party at their place to celebrate Australia Day. With Australia-themed decorations everywhere, and more than enough delicious food and drinks to keep a small army supplied for a week, a great time was had by all!!



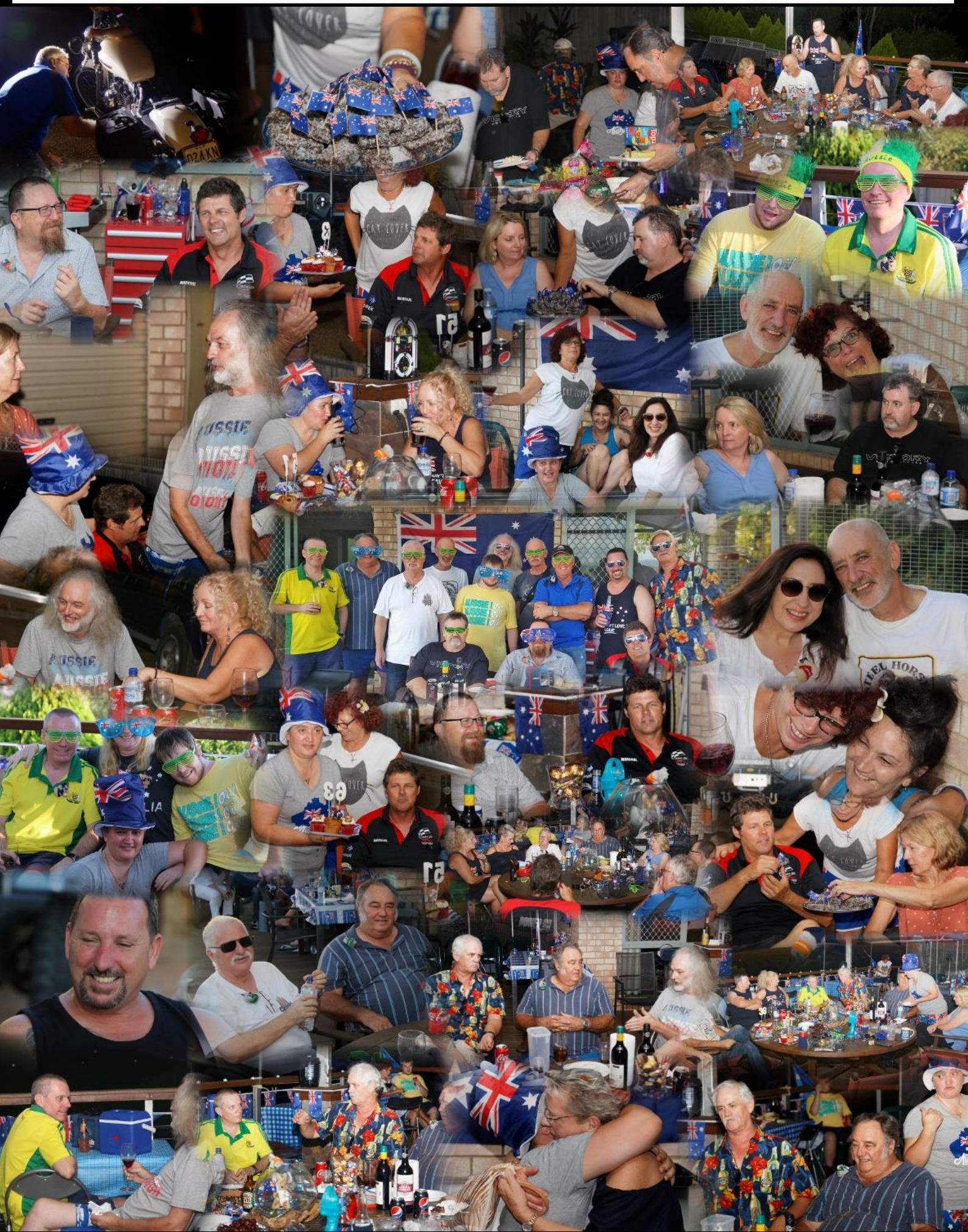
Continued next page ...



# AUSTRALIA DAY BBQ AT HIPPY & ROACH'S PLACE

Friday 26th January 2018

(Continued from previous page)





# STEEL HORSES WEST RIDE

Sunday 28th January 2018

Ride Captain: Sam.

Riders: Rusty, Steiny, Pyro, Jak, Drastic, Suzi Q, Yogi, Mac and Scouse.

With a few showers about I was glad to see a good roll up for the West run. Meeting Rusty and I at Goodna were Steiny, Pyro, Jak, Drastic, Suzi Q, Yogi, Mac and Scouse.

The programmed ride was altered to dodge as many showers as I could. We headed out through Peak Crossing, Harrisville and Warrill View to Mount Walker and into the back of Rosewood, and with more showers close by we pulled into the Rising Sun Hotel to wait it out.

The plan was to go out as far as Helidon on the back roads but the rain guided me on to the highway at Gatton and straight back to Marburg, and out to the Bottle Tree Hotel at Glamorgan Vale for our lunch break. The air conditioning room was welcoming and the food was excellent.

Again the showers changed the ride plans and so we called it a day and said our goodbyes at the pub.

A short ride but a good ride.

Cheers ... Sam.





# STEEL HORSES NORTH RIDE

Sunday 4th February 2018

**Ride Captain:** Pyro.

**Riders:** Steiny, Mac, Ace, Kim, and Yogi.

Hi all Pyro here,

This Sunday's ride was another Pyro adventure and the weather was doing its part in keeping us on our toes. We had six brave souls today. I say brave as the rain was pelting down at our place at 6am and was still raining lightly at 7.30am when I left but the sky was blue and clear over the north. We had Steiny, Mac, Ace, Kim, Yogi and yours truly leaving at 9am sharp and the weather looked great. Travelling up the freeway was fine with good traffic and the road was dry. We turned off at Steve Irwin Way and went up the old Gympie Road to Landsborough and then onto Palmwoods for our first stop at Rick's Garage. It rained a little here on the hills after Landsborough and we all found it to be very slippery with a little water on it, so in future remember this road is bad in wet weather. I slowed right down after both my wheels moved and my leg jerked out in fright.

We held up at Ricks for awhile as the rain followed us and decided to hit hard for awhile. When we left it was under a blue sky and I thought that was the last of it or so I thought! We travelled up the mountain and coming out at Montville the heavens opened and we all got very wet. Some pulled over to apply the wet gear but I was already soaked so I thought to hell with it and a few km down the road the sun was out again. Very confusing weather.

We stopped at the D'Aguilar Hotel for lunch and after that it was back to the bikes. Yogi headed straight for home but the rest of us went over Mount Mee and through to Dayboro and then over Clear Mountain and then home.

Just a short one today about 250km plus. See you on the next run.

Pyro.

*Lite em up*





# STEEL HORSES SOUTH RIDE

Sunday 11th February 2018

**Ride Captain:** Steiny.

**Riders:** Ned, Jak, Ace, Yogi, Princess, Kim, Mac, and visitor Bill.

Hi all,

We had a good roll up for the ride, in spite of it threatening to be a scorcher. Steiny, Ned, Jak, Ace, Yogi, Princess, Kim, Mac, and visitor Bill.

We headed out Stanmore Road to Tamborine Village, Beaudesert for a bum break, then on to Kyogle for lunch. We all fuelled up at the servo on the way out of town, and as I had checked the Internet the night before and read that the Lions Road was now open to "heavy vehicles and caravans" we decided to give it a whirl. Big mistake. The road is just as crappy as it ever was with a lengthy detour on dirt road with 3 causeway crossings, all with mossy bottoms and running water. Never again.

Most of us stopped at Mackers at Beaudesert for a cold drink and our goodbyes. Ended up being a long day with me getting home at about 5, so Mac and Ace would have been later. Still, it was a good ride with friends.

Cheers ... Steiny.

*"A man has got to know his limitations"*





# Christmas in July Bowra Hotel, 28th 2018

**Departs McDonalds, Beaudesert.**

**Stands Up at 8:00am, Early brekky first. Well, coffee at least!**

**\$80.00 per head. \$40 non refundable deposit to secure your room.**

**Accommodation, Dinner and Brekky included.**

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# **REVIEW: The new 2018 Triumph Bonneville Speedmaster**

by Ryan Adams

<http://www.motorcycle.com/features/2018-triumph-bonneville-speedmaster-first-ride-review.html>



The Bonneville family continues to expand with its 2018 Triumph Bonneville Speedmaster. The new Speedmaster builds on the Bobber and Bonneville lines to offer a versatile cruiser with a level of refinement and finish that has become synonymous with Triumph's recent model releases.

Triumph continues to release additional models with its 1200cc "High-Torque" parallel-Twin engine, and it's easy to see why. The SOHC, 8-valve engine with the 270-degree firing interval is an excellent beating heart to any of these new motorcycles.

Triumph claims 77 hp at 6,100 rpm and 78 lb-ft of torque at 4,000. This power and torque is spread on smooth with a near flawless ride-by-wire system which only seems to have slight abruptness at low rpm during on/off throttle inputs. The 270-degree crank helps emit a low exhaust note that sounds even more appealing as the revs climb. Couple that charming engine with a smooth, positively actuating transmission, and you have a solid base for any kind of motorcycle you want to build around it. The torque-assist clutch also allows for a light lever pull which was never found to be tiring when putting around town or while lane-sharing.



The 2018 Triumph Speedmaster shares suspension components with the original Bobber, now tweaked for the potential of two-up riding. The 41mm KYB cartridge-style fork has been outfitted with stiffer dual-rate springs, while the rear mono-shock also includes a heavier spring and adjustable preload. Although we didn't have a chance to test the motorcycle with a passenger, I thoroughly enjoyed the stiffer fork, and the motorcycle seemed very well balanced throughout the ride. Bumps, abrupt changes in line selection, and freeway riding were all soaked up with ease and stability.

With a 130 front and 150 rear tire, and a heavier overall weight when compared to the Bobber, it would be easy to think the Speedmaster's handling could be negatively affected. Fortunately, that doesn't seem to be the case. The Speedmaster feels amazingly light yet stable when being flicked back and forth considering its specs. Its sporting character is mostly limited by cornering clearance, which will leave you scraping pegs corner after corner. At our first roundabout, I found myself dragging the pegs and concurrently shattering a reflector next to the painted lines on the road.



The dual 310mm front rotors slowed by Brembo twin-piston calipers provide excellent stopping power. Hard braking is confidence inspiring with the well-damped fork. Out back, the Speedmaster uses a 255mm single rotor and single-pot Nissin caliper. ABS is standard and is unable to be disengaged.

Styling is unmistakably Triumph. Most of the Bonneville line combines just the right amount of modernity with retro styling, and the Speedmaster is no different.



While the visual impression is classic British custom, the technology is modern, all while being cleverly tucked away and masked. Some of my complaints with bikes such as the new Kawasaki Z900RS are that they are too much a mashup of futuristic styling and classic components. I prefer the mostly classic look with slight nuances of modern tech as seen on most of Triumph's modern classics range.

All lighting on the Speedmaster is LED, including the daytime running light which lets you know this isn't a bike from the '60s. Other than that, you may be hard-pressed to notice the modern accoutrements.

The Speedmaster uses a single-clock instrument to house all of the information needed, such as a fuel gauge, trip meters, odometer, average and current gas mileage, while using an analog speedometer. The tech doesn't stop there. The ride-by-wire controls bring two engine maps: Road and Rain, both of which offer full horsepower, with the latter offering smoother power delivery. Traction control is switchable on or off via the information screen. The Speedmaster also comes standard with cruise control actuated by a single button on the left control module. One press to turn it on, one press to set, and one press for off. Easy as it comes. There is also an immobilizer in the key in case someone happens to knock your precious Trumpet.

To make your Speedmaster yours, Triumph offers an accessory catalog that is ever-expanding as the Bonneville line-up grows. Don't have the time to pick out each individual part? Triumph has put together two "inspiration packages" which give the Speedmaster more touring capability or attitude. The Highway kit, aimed to enhance the bike's touring capability, will retail for \$2,225 and includes a waxed cotton & leather pannier set, adjustable touring screen, comfort rider seat, matching wider passenger seat, and a host of chrome features including engine bars, passenger backrest, luggage rack and a polished machined oil filler cap. The inspiration kit that inspired me though, was the Maverick – which is meant to give the Speedmaster a more stripped-back aggressive styling closer to that of the Bobber. The Maverick kit includes a brown quilted single seat set-up, flat handlebars, black Vance & Hines exhaust and other details, including a blacked-out oil filler cap, and a grabrail-removal kit and rear mudguard finisher for a stylish, minimal rear end.



The 2018 Triumph Bonneville Speedmaster is a solid British cruiser built on a proven chassis around an exciting engine. While a little extra finesse is needed in corners to counteract the minimal cornering clearance, the Speedmaster is just as easily and confidently ridden aggressively as it is adept at cruising down the highway.



Interested in the Bobber but want the versatility of two-up riding? The 2018 Triumph Bonneville Speedmaster might be the goldilocks option for you.

#### + Highs

Strong front brake

Well balanced suspension

Both of those combined with the 1200cc HT engine make the Speedmaster fun to ride fast



– Sighs

Peg feelers feel the ground all too often

Swept back “Beach Bars” put wrists at an awkward angle some may find uncomfortable

Slight abruptness from RbW throttle at low rpm

## 2018 Triumph Bonneville Speedmaster Specifications

<b>Engine Type</b>	Liquid-cooled SOHC Parallel twin cylinder; Four valves per cylinder
<b>Bore and stroke</b>	97.6mm x 80mm
<b>Capacity</b>	1200cc
<b>Power (claimed)</b>	77 hp at 6,100 rpm
<b>Torque (claimed)</b>	78.2 lb-ft at 4,000 rpm
<b>Fuel system</b>	Multipoint sequential electronic fuel injection
<b>Final Drive</b>	X-ring Chain
<b>Front Suspension</b>	41mm non-adjustable KYB Cartridge fork; 3.5-in travel
<b>Rear Suspension</b>	KYB Mono-shock with linkage and preload adjustment; 2.9-in travel
<b>Front Brakes</b>	Dual 310mm discs with two-piston axial mounted Brembo calipers; ABS
<b>Rear brake</b>	Single 255mm disc with single-piston axial mounted Nissin caliper; ABS
<b>Wheels and Tires</b>	Wire spoked steel rims; Front: 2.5"x16" Rear: 3.5"x16" Avon Cobra Front: 130/90 B16 Rear: 150/80 R16
<b>Saddle height</b>	27.8 inches
<b>Rake</b>	25.3-degrees
<b>Trail</b>	3.6 inches
<b>Wheelbase</b>	59.4 inches
<b>Dry Weight</b>	541 lbs (claimed)
<b>Fuel Capacity</b>	3.2 gallons





# Virtual reality threatens motorcycles

by Mark Hinchliffe

<https://motorbikewriter.com/virtual-reality-threatens-motorcycles/>



Virtual reality computer games may just spell the end of motorcycles as they prevent young people from throwing a leg over a motorcycle. Rather than playing games, true riders would prefer to be riding, cleaning their bike, maintaining it, reading about bikes in a mag or on this website, or dreaming about their next bike. However, it must be getting more and more difficult to get kids on to bikes when computer games are now so realistic and virtual reality is now so affordable. Why

run the risks of falling off or being t-boned by a SMIDSY idiot when you can sit in the safety and comfort of your bedroom and get your virtual knee down?

Computer games have never moved me. I just don't get it. Recently, I was completing a Sudoku on my iPad — it's not a game, but a mental exercise! — when an ad appeared for some computer game where you use your finger to move things around a battlefield. This is supposed to be fun? In what parallel universe is that any fun? I've also played several motorcycle computer games, but, try as they might, the programs are just not realistic. They are also often wrong. For example, the screen rotating from side to side while you corner is simply wrong. You should always keep your head vertical when cornering and let your body and the bike lean! Don't these programmers even ride?



Anyway, that is old-style gaming. Virtual reality has virtually changed the whole game.

Now gamers can totally immerse themselves. They can race on the world's greatest circuits next to Valentino Rossi, ride trails through the Rockies and perform stunts greater than Robbie Maddison. And now prices have been dropped by about a third, making them much more accessible! OK, virtual reality gamers don't cop the wind blast, the heat on their legs from the

headers, the whiff of unspent fuel, the vibe from the engine, the G forces of an endo, the gut-churning feeling of hitting gravel mid-corner, or the sheer childish thrill of performing a wheelie outside the cop shop.

So how are we ever going to get these youngsters hooked on riding? We desperately need the younger generation to become motorcyclists or the research and development for new models will dry up!

So I give thanks to the hipsters of the world. They may not be into bikes for the same reasons we were at their age, but at least they are into them and not sitting in their bedrooms playing with themselves ... or gaming against opponents online! At least chopping and dicing a motorcycle into a brat street tracker or scrambler cannot be attained on a computer screen.

Or can it?

---



# INTERESTING T-SHIRT DESIGNS!!






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### Welcome to Bikers World




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- [JACKETS](#)
- [PANTS](#)
- [T-SHIRTS](#)
- [SPECIALS](#)
- [BOOTS](#)
- [ACCESSORIES](#)
- [HD BARREL KEYS](#)
- [SUNGLASSES](#)
- [LEATHER VESTS](#)

At Bikers World we are continually increasing and updating our products, this is only a sample of the bikers gear that we stock in our Brisbane store. As we go along we will extend our site to include our full range of motorcycle clothing, helmets, boots and gloves, and motorbike accessories including prices.


If you have any comments or questions contact us through [Facebook](#) [Google+](#) or our [contact page](#).




JACKETS




HELMETS




BOOTS




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Whether you are just starting out or a seasoned rider our staff are trained to make you feel at ease and get you into the right gear for your needs.



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**Bikers World** have been big supporters of Steel Horses for a very long time. They have freely donated goods to our club which we have used as prizes on Poker Runs, raffles, and other fund-raising events. In addition, they will give Steel Horses members a discount on anything purchased in their store (tell them that you're in Steel Horses). So if you can, support **Bikers World**! They have a vast range of high-quality motorcycling gear, helmets, and lots of other stuff at very competitive prices. Check them out first if you're in the market for anything like that.

<http://www.bikersworld.com.au/>





**OFFICIAL STEEL HORSES MERCHANDISE:** 15 x Steel Horses caps (one size fits all) @ \$18.00 each.

**ALSO:** 2 x brand new official club black long-sleeved T-shirts - one is XXL and the other is L - \$28.00 each.

Contact Steiny to purchase: 0419 672 216 or [steiny1947@gmail.com](mailto:steiny1947@gmail.com)

## Friends vs. Biker Friends

Friends: Never ask for food.

Biker Friends: Are the reason you have no food.

Friends: Will say "Hello",

Biker Friends: Will give you a big hug and a kiss.

Friends: Call your parents Mr. and Mrs.,

Biker Friends: Call your partents Mom and Dad.

Friends: Have never seen you cry,

Biker Friends: Cry with you.

Friends: Eat at your dinner table and leave,

Biker Friends: Will spend hours talking, laughing and just being together.

Friends: Know a few things about you,

Biker Friends: Could write a book with direct quotes.

Friends: Knock on your door,

Biker Friends: Walk right in and say "I'm Home!"

Friends: Are for a while,

Biker Friends: Are for life.





# Boots and Roach

are having birthdays in February!

Happy Birthday to you both! :-)

*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! :-)*

**Boots and Roach are Aquarians, having been born under the zodiac star sign of Aquarius (21 January – 19 February).**

## Aquarius:

Firstly, you can't tell an Aquarius anything – they already know! In fact, they are the know-alls of the zodiac. They are original, inventive and very smart. They are nearly always late arriving anywhere because time means nothing. The telephone is their lifeline so they would rather ring their next-door neighbour than fraternise over the fence. They are so friendly even the dog down the street will find its way to the Aquarius house ... and stay!

<http://www.kellystarsigns.com/star-signs/aquarius/>







# Riding Tips

## 14 Motorcycle Riding Tips, Tricks and Techniques

Brent Jaswinski

<http://www.motorcycle.com/top10/ten-motorcycle-riding-tips-tricks-and-techniques.html>

### 1. Two Fingers on the Clutch

Two fingers is all anyone needs to effectively modulate the clutch lever. Using all four fingers to operate the clutch is perfectly okay when you're stopped or if your bike just has a heavy clutch pull, but once rolling, one or two fingers are usually perfect for modulating the clutch as you work your way around town. Granted, I've learned this technique more by riding off-road, where more challenging terrain requires you to hold on more to control the bike, but it no doubt translates to the street as well. By using only two fingers (or just one) on the clutch or brake lever, the rider indisputably has greater control over the bike because both hands have a solid grasp on the bars. If you need four fingers to pull your clutch lever, you may want to look into cable lube. Lots of new bikes, like the Versys X 300 for one, have slip-assist clutches with superlight levers that encourage my one or two-finger technique. Using four to hold the clutch all the way back against the grip for an extended period of time is okay, but remember your clutch isn't an all-or-nothing control.



If you're a rider that uses all four fingers for every shift, next time you're out for a ride, try using only two. It might feel awkward at first, but with a little patience and practice, you'll be clutching like the pros in no time. To help speed the process along, I recommend getting one of those grip-strengthening clasp thingamabobbers to use at home when you're watching TV, reading or even driving – ha! But don't get distracted, focus on the road... Most clutches these days have a pretty light pull already, but it's not uncommon for a rider's wrists and forearms to get tired after a long day's ride, or especially if you have to

commute and use the clutch often – building your grip strength will help alleviate that. And besides, nobody likes a dead-fish handshake.

In an ideal world, two fingers on the brake lever will always be enough to howl the front tire. In our world, it depends on the motorcycle. Some bikes will have you clamping the brake lever onto your ring and pinky fingers when you need to stop hard if you only use two fingers, and that can be a very bad thing. Know



your machine's limits, and be prepared to squeeze with all four digits if that's what your front brake needs for maximum decel.

## **2. Adjust the Clutch Friction Zone to Your Preference**

In one way or another, every motorcycle's clutch friction zone can be adjusted to suit a rider's preference. Some are adjusted on the cable itself, others can be changed by a dial on the perch, and hydraulic clutches with master cylinders have a knob or screw you can turn to move the lever back and forth. There's no right or wrong friction zone area so long as the clutch is functioning properly – meaning it's not slipping by not completely engaging or disengaging. Each rider's friction zone adjustment can be unique to their personal preference.

For me, I pull the lever in with my index and middle fingers until it's resting on my ring and pinky fingers. I like the clutch to start engaging as soon as I start to release the lever. In that range, I feel I have a direct and predictable connection without any lapse between the motor and transmission. This technique's benefits are most noticed in tight or slow speed conditions when precise clutching is most crucial. Also, keeping two fingers on the bars (three if you count your thumb) and two on the clutch or brake will help you steer and operate those controls better independently of one another, rather than just hooking the grip with your thumb with four fingers on the levers.

If you prefer the friction zone further away where you can quickly fan the clutch, that's okay too. The point here is more so to be aware that a rider can adjust the friction zone to their preferences, rather than just leaving it as is. Play around with it if you don't already know what you like.

## **3. Practice Turning Left and Right in Circles**

This one might seem too basic or even silly, but this rudimentary exercise will help you immensely. Believe it or not, turning left is generally easier than turning right on a motorcycle. This is true for two main reasons: First off, most people are right-handed and it's easier to push the handlebar away with your dominant arm. (At higher speeds, of course, pushing on the right bar will cause you to turn right = counter-steering.) Secondly, and the more significant reason, is that the rear brake lever is on the right, which means it's more difficult to brake and put a foot down if needed while turning right. This is why in racing, motocross and supercross especially (where riders heavily bottleneck into the first corner), the first turn is usually a left-hander so that riders can effectively brake and keep their balance at the same time.

This exercise is best performed in an empty parking lot where you can use the painted lines as a guide. Start off by going in left-handed, counterclockwise circles and practice getting your circles tighter and tighter. Then do the same thing in the opposite right-handed, clockwise direction. You'll probably realize this way is a little more difficult. This exercise will help you improve not only your balance, but your slow-speed, tight-quarter manoeuvring too.

## **4. Figure Eights**

Same idea as above, but now we're linking the left- and right-handed turns back-to-back. Same drill – start as wide as you need to and progressively narrow it down. You've heard motorcyclists talk about the "flickability" of a bike; this is where a rider quickly transitions and "flicks" the bike from one side to the other, fluidly linking right and left turns together. Be sure to start off slow. Practising any skill slowly will help you perform it faster – we all crawl before learning to walk.



## **5. Practice Hard Braking**

This exercise can be performed in an empty parking lot or open back road, just don't do it anywhere near traffic. The idea here is to find out just how fast your bike can stop, because you never know when you might have to slam on those brakes. Practice stopping as quickly as you can by accelerating to different speeds to see how much distance it takes to bring the bike to a complete stop. In fact, you never want to actually "slam" on your brakes. You want to squeeze gently initially, with increasing pressure as needed.

Coming to a halt from 25 mph will clearly happen quicker and in less distance than from 60 mph – obviously – but the bike will react and respond in different ways. Stopping quickly from faster speeds will undulate and disturb the bike's balance more so and differently than from slower speeds, so it's good to familiarize yourself with what to expect and how to modulate the lever for optimal braking. Furthermore, this exercise will help you find your bike's limits, hopefully without exceeding them (i.e. washing the front end and crashing).

Additionally, if your bike is equipped with ABS, you should know how and when the system engages. Some ABS systems engage earlier than others with varying levels of feel at the lever. Just remember – ABS is a rider aid, not a safety net.

## **6. Ride on the Balls of Your Feet**



Riding on the balls of your feet will help you control the bike better. A motorcycle's foot pegs aren't just a place to rest your daws. Just like inputs on the handlebar, weighing the foot pegs has an effect on the bike's handling, too. Pressing down on either side can not only help steer the bike, but it can also help balance and keep it more stable while leaned over.

Another benefit to riding on the balls of your feet is that it essentially adds more suspension. You want your

body to act like it's part of the suspension, not the frame. Moving your feet up or down can help you navigate bumps and turns more assertively with greater control. Additionally, it will give you more ground clearance in the sense that your pegs will touch the ground before your feet do.

But what about the milliseconds you might lose by having to move your foot the brake lever in an emergency? As motorcyclists, we can become someone's hood ornament in no time, so it's our duty to be constantly scanning the road for any potential threat. I use the rear brake all the time because it doesn't upset the bikes balance by causing it to dive as much as using the front can. In congested circumstances, or especially when lane-splitting, yes, by all means cover that rear brake. But under normal riding situations, try to stay on the balls.



## **7. Scootch Right Up Against the Tank**



This one applies more to standard or sportier motorcycles and less to cruisers, however it's good practice to sit as close to the gas tank as possible – get right up on that sucker. The main reason for this is that it will help balance the bike by keeping the weight as centralized and evenly distributed as possible. Whether braking, accelerating or turning, a balanced motorcycle will handle better.

## **8. Look Not Where You're Going, But Where You Want to Go**

We all hear this one often, but it can't be stressed enough. It has a lot to do with target fixation – one of the leading causes of motorcycle accidents. Most often it happens when a rider comes into a turn too hot and rather than looking safely through the bend, the rider fixates on the hazard of running wide, or worse yet, the unforgiving thing he's afraid he's going to collide with. Your motorcycle tends to go where you're looking, so look where you want to go. Target fixation is a natural phenomenon but with practice and repetition, you can become a smarter and faster rider, you just have to consciously force yourself to do it.



## **9. Correct Lane Positioning**



Another simple yet commonly ignored practice is correct lane positioning. As a motorcyclist, a rider is vulnerable and needs to position him or herself effectively to not only be as easily seen as possible, but also to give themselves the most space to potentially maneuver in. I'm not going to go into all the potential situations because they're limitless, however I'll mention a few of the most common.

Whether you're riding by yourself or in a group, the first rider should position themselves in the outside (right) portion of the lane (ie: closest to the centreline). Not only will you be more visible to others on the street, you will

have more visibility yourself.

When riding in a group, stagger yourselves in alternating left and right portions of the lane, and don't crawl up each other's asses. Give each other room to maneuver in the event of a situation – there's nothing worse than having one of your buddies run into you because it should have been completely avoided in the first place. Not only is it embarrassing, a biker running into another biker makes us all look bad. Again,



always be aware of your continuously changing surroundings by constantly scanning the road for potential threats. If there's a car looking to make a right-hand turn, just assume they don't see you and proceed with caution – be prepared.

At intersections, whether it be a stop sign or traffic light, position yourself (again) near the centreline of the road, and try to stick out somewhat without obviously impeding traffic. Let yourself be seen and make those cars consciously go around you. Motorcycles have just as much of a right to be on the road as any car, but that's not a thing you should ever insist upon.

Oh, and don't ride in anyone's blind spots...

## 10. Stay Loose



Above all else, motorcycling at its core is supposed to be fun. It's a bond between man and machine, a relationship that will only flourish with care, trust and patience. A rider needs to learn a motorcycle and how it handles. Just like people, they're all different with their own strengths, weaknesses and unique quirks.

Like everything else on Earth, motorcycles are subject to

the same laws of physics we are. The bike is going to move around on you, it's going to dance and do its thing – let it. Hold on, but don't death-grip or white-knuckle the thing. Once a motorcycle is in motion, the gyroscopic effect of the wheels helps keep it stable and tracking in a straight line. Little inputs can have big outcomes, so play around with it and get comfortable, learn to trust it. But remember, regardless of whether you've been riding for days or decades – shit happens. It's our duty to try and minimize the risks that come with the territory.

**11) DON'T tailgate.** Most cars with ABS can stop faster than you can, especially with reaction time. Hard braking in an empty parking lot is great practice.

**12) Ride alongside cars as little as possible.**

**13)** If you're riding in traffic in town and find yourself behind a large SUV or big truck remember oncoming traffic waiting to turn right won't know you're there. Get out of that position.

**14) ALWAYS** take that glance over your shoulder when changing lanes or pulling out to pass. Don't rely on the mirrors.

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## FEBRUARY 2018

Sun	4	North	<i>Ride Captain:</i> <a href="#">Pyro</a> (0413 905 141) <a href="#">Caltex Carseldine Roadhouse</a> - stop at <a href="#">Ricks Garage</a> at <a href="#">Palmwoods</a> for a break - <a href="#">D'Aguilar Hotel</a> for lunch - Home via <a href="#">Mount Mee</a> and <a href="#">Clear Mountain</a> . About 230km round trip.
Sun	11	South	<i>Ride Captain:</i> <a href="#">Steiny</a> (0419 672 216). <a href="#">BP Servo at Yatala</a> - <a href="#">Tamborine Village</a> - <a href="#">Beaudesert</a> - <a href="#">Rathdowney Pub</a> (quick drink) - <a href="#">Summerland Way</a> - <a href="#">Kvogle</a> (lunch) - and then back the same way. This ride will be about 334km.
Sun	18	West	<i>Ride Captain:</i> <a href="#">Sam</a> (0419 174 201) <a href="#">McDonalds Goodna</a> - <a href="#">Nobby</a> - lunch at <a href="#">Rudd's Pub</a> - <a href="#">Allora</a> - <a href="#">Maryvale</a> - Home.
Tues	20	CLUB MEETING	<a href="#">Lord Stanley Hotel</a> . <a href="#">994 Stanley Street East, East Brisbane</a> . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sun	25	North	<i>Ride Captain:</i> <a href="#">Mac</a> (0439 444 655). <a href="#">Caltex Carseldine Roadhouse</a> - <a href="#">Beerburum</a> (bum break) - <a href="#">Landsborough</a> - <a href="#">Rick's Cafe/Diner</a> at <a href="#">Palmwoods</a> for lunch. Then a "mystery ride route" for the home stretch before saying our goodbyes at Twin BPs South. 200 clicks total. 3 hrs of ride time. Short day.

## MARCH 2018

Sun	4	South	<i>Ride Captain:</i> <a href="#">Steiny</a> (0419 672 216). <a href="#">BP Servo at Yatala</a> - Uki (lunch at the <a href="#">Mount Warning Hotel</a> ) - Home. About 250km.
Sun	11	West	<i>Ride Captain:</i> <a href="#">Sam</a> (0419 174 201) <a href="#">McDonalds Goodna</a> - <a href="#">Springfield</a> - <a href="#">Greenbank</a> - <a href="#">Jimboomba</a> - <a href="#">Beaudesert</a> - <a href="#">Rathdowney</a> - <a href="#">Boonah</a> - Home.
Sat & Sun	17 & 18	North	<b>PYRO'S WEEKEND AWAY!</b> <i>Ride Captain:</i> <a href="#">Pyro</a> (0413 905 141) <b>SATURDAY 17th March:</b> Meeting at <a href="#">BP Caboolture Northbound</a> (one of the "Twin BP's" on the Bruce Highway, about 4km before the Caboolture and Bribie Island turnoff) at 8.30 am for a 9.00 am departure - <a href="#">Peachester</a> - <a href="#">Kenilworth</a> (break) - <a href="#">Gympie</a> (fuel & break) - <a href="#">Kilkivan</a> (lunch) - <a href="#">Kingaroy</a> (overnight). Total distance for Saturday is about 370 km. Stay overnight at the <a href="#">Pepper Tree Cabins</a> (7 Evelyn Street Kingaroy. Phone 07 4162 8008). Their cabins are air conditioned, and have ensuites. Cost is \$105.00 per cabin. We'll take a courtesy bus up to the local <a href="#">Kingaroy RSL</a> where we'll have tea. <b>SUNDAY 18th March:</b> The ride home is straightforward from <a href="#">Kingaroy</a> - <a href="#">Tarong</a> - <a href="#">Coomba Falls</a> - Pimpimbudgee - <a href="#">Crows Nest</a> - <a href="#">Hampton</a> - <a href="#">Esk</a> - <a href="#">Fernvale</a> - <a href="#">Blacksoil</a> - Home. Total distance for Sunday is about 220 km.
Tues	20	CLUB MEETING	<a href="#">Lord Stanley Hotel</a> . <a href="#">994 Stanley Street East, East Brisbane</a> . The meeting proper starts at 7.30pm; but come earlier for dinner!
Sun	25	South	<i>Ride Captain:</i> <a href="#">Steiny</a> (0419 672 216). <a href="#">BP Servo at Yatala</a> - <a href="#">Canungra</a> - <a href="#">Lower Beechmont</a> - <a href="#">Advancetown Pub</a> (smoko) - <a href="#">Numinbah Valley</a> - <a href="#">Uki</a> (lunch) - <a href="#">Tomewin Mouuntain</a> - <a href="#">Coomera</a> (goodbye stop). <a href="#">This cornivourous route</a> covers about 250 kms.



## A FEW JOKES :-)



- I walked past a homeless guy with a sign that read, "One day, this could be you." I put my money back in my pocket, just in case he's right.
- Can't see an end. I have no control and I don't think there's an escape. I don't even have a home anymore. Think it's time for a new keyboard.

A duded-up city rider walks into a seedy tavern in Sturgis. He sits at the bar and notices a grizzled old biker with his arms folded, staring blankly at a full bowl of chili. After fifteen minutes of just sitting there staring at it, the newby rider bravely asks the old biker, "If you ain't gonna eat that, mind if I do?"

The old veteran of a thousand rides slowly turns his head toward the young pup and says, "Nah, you go ahead." Eagerly, the guy wearing the shiny new leather fashions reaches over and slides the bowl into his place and starts spooning it in with delight. He gets nearly down to the bottom of the bowl and notices a dead mouse in the chilli. The sight was very shocking and he immediately barfed up the chili back into the bowl. The old biker quietly says, "Yep, that's as far as I got, too."

Once upon a time there was a king who wanted to go fishing. He called the royal weather forecaster and enquired as to the weather forecast for the next few hours. The weatherman assured him that there was no chance of rain in the coming days.

So the king went fishing with his wife, the queen. On the way he met a farmer on his donkey. Upon seeing the king the farmer said, "Your Majesty, you should return to the palace at once because in just a short time I expect a huge amount of rain to fall in this area".

The king was polite and considerate, he replied: "I hold the palace meteorologist in high regard. He is an extensively educated and experienced professional. Besides, I pay him very high wages. He gave me a very different forecast. I trust him and I will continue on my way." So he continued on his way.

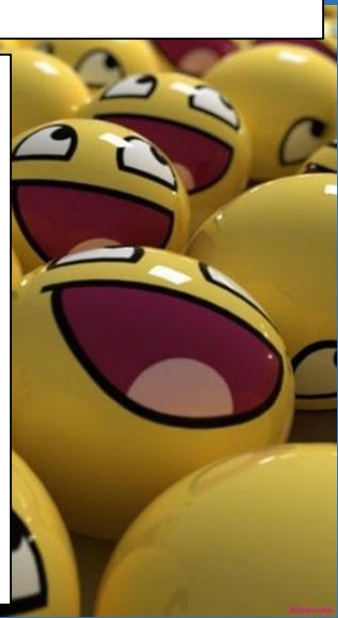
However, a short time later a torrential rain fell from the sky. The King and Queen were totally soaked and their entourage chuckled upon seeing them in such a shameful condition. Furious, the king returned to the palace and gave the order to fire the weatherman at once! Then he summoned the farmer and offered him the prestigious and high paying role of royal forecaster.

The farmer said, "Your Majesty, I do not know anything about forecasting. I obtain my information from my donkey. If I see my donkey's ears drooping, it means with certainty that it will rain."

So the king hired the donkey.

And so began the practice of hiring asses to work in the government and occupy its highest and most influential positions.

- The kid drowned. All his mates showed up at his funeral with life jackets on. Because it's what he would've wanted.
- Never tell a woman that her place is in the kitchen. That's where the knives are kept.
- I'm drawn toward women who are beautiful when they are angry because once we start dating that's how they'll look 90% of the time.
- Your opinion is very important to me, please remain on the line until it goes to voicemail.
- Is Google male or female? Female, because it doesn't let you finish a sentence before making a suggestion.
- Television is a medium because anything well done is rare.
- I've never played the bagpipes but I have carried a screaming three-year-old toddler over my shoulder.





## MORE JOKES!! 😊

- When I see ads on TV with smiling, happy housewives using a new cleaning product, the only thing I want to buy are the meds they must be on.
- I think you press "0" to be connected with customer service because that's the amount of help they give you.

An elderly man on a Moped, looking about 100 years old, pulls up next to a doctor at a street light. The old man looks over at the sleek shiny car and asks, "What kind of car ya got there, sonny?"

The doctor replies, "A Ferrari GTO. It cost half a million dollars!"

"That's a lot of money," says the old man. "Why does it cost so much?"

"Because this car can do up to 320 miles an hour!" states the doctor proudly.

The Moped driver asks, "Mind if I take a look inside?"

"No problem," replies the doctor.

So the old man pokes his head in the window and looks around. Then, sitting back on his Moped, the old man says, "That's a pretty nice car, all right ... but I'll stick with my Moped!"

Just then the light changes, so the doctor decides to show the old man just what his car can do. He floors it, and within 30 seconds the speedometer reads 160 mph. Suddenly, he notices a dot in his rear view mirror. It seems to be getting closer! He slows down to see what it could be and suddenly WHOOOSSSHH! Something whips by him going much faster!

"What on earth could be going faster than my Ferrari?" the doctor asks himself.

He presses harder on the accelerator and takes the Ferrari up to 250 mph. Then, up ahead of him, he sees that it's the old man on the Moped! Amazed that the Moped could pass his Ferrari, he gives it more gas and passes the Moped at 275 mph and he's feeling pretty good until he looks in his mirror and sees the old man gaining on him AGAIN! Astounded by the speed of this old guy, he floors the gas pedal and takes the Ferrari all the way up to 320 mph. Not ten seconds later, he sees the Moped bearing down on him again! The Ferrari is flat out, and there's nothing he can do!

Suddenly, the Moped plows into the back of his Ferrari, demolishing the rear end. The doctor stops and jumps out and unbelievably the old man is still alive. He runs up to the banged-up old guy and says, "I'm a doctor ... is there anything I can do for you?"

The old man whispers, "Unhook my suspenders from your side view mirror!"

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, "Last night we went out to a new restaurant and it was really great. I would recommend it very highly."

The other man said, "What is the name of the restaurant?"

The first man thought and thought and finally said, "What's the name of that flower you give to someone you love? You know the one that's red and has thorns."

"Do you mean a rose?"

"Yes, that's the one," replied the man.

He then turned towards the kitchen and yelled, "Rose, what's the name of that restaurant we went to last night?"

- Those of you who think you know it all are damn annoying to those of us who do!
- It's easier to remember your age if you don't change it every year.
- Laughing stock: cattle with a sense of humor.
- I always cry at weddings, especially my own.
- I'll clean my house when the last kid has moved out.
- Remember when "It's complicated" was a relationship status, not a gender?



## EVEN MORE JOKES!! 😊

### Jenny Craig for Men

I called the company and ordered their 5-day, 10 lb weight loss package. The next day, there's a knock on the door and there stands before me a voluptuous, athletic, 19 year old babe dressed in nothing but a pair of Nike running shoes and a sign around her neck. She introduces herself as a representative of the weight loss company. The sign reads, "If you can catch me, you can have me." Without a second thought, I took off after her. A few miles later huffing and puffing, I finally gave up. The same girl shows up for the next four days and the same thing happens. On the fifth day, I weighed myself and am delighted to find I lost 10 lbs. as promised.

I called the company and ordered their 5-day/20 pound program. The next day there's a knock at the door and there stands the most stunning, beautiful, sexy woman I have ever seen in my life. She is wearing nothing but Reebok running shoes and a sign around her neck that reads, "If you catch me you can have me". Well, I'm out the door after her like a shot. This girl is in excellent shape and I do my best, but no such luck. So for the next four days, the same routine happens and I'm gradually getting in better and better shape. Much to my delight on the fifth day when I weigh myself, I discover that I have lost another 20 lbs. as promised.

So I decide to go for broke and called the company to order the 7-day/50 pound program. "Are you sure?" asks the representative on. "This is our most rigorous program." "Absolutely," I reply, "I haven't felt this good in years." The next day there's a knock at the door; and when I open it I find a huge muscular guy standing there wearing nothing but pink running shoes and a sign around his neck that reads, "If I catch you,... you're mine." I lost 63 pounds that week.

A missionary was about to finish his tour of duty, and was leaving his Mission in the jungle where he has spent years teaching the natives when he realizes that the one thing he never taught them was how to speak English. So he takes the chief for a walk in the jungle. He points to a tree and says to the chief, "This is a tree." The chief looks at the tree and grunts, "Tree." The Priest is pleased with the response. They walk a little further and he points to a rock and says, "This is a rock." Hearing this, the chief looks and grunts, "Rock." The missionary was really getting enthusiastic about the results when he hears a rustling in the bushes.

As they peek over the top, he sees a couple of natives in the midst of heavy sexual activity. The missionary is really flustered and quickly responds, "Man riding a bike." The chief looks at the couple briefly, pulls out his blowgun and kills them both. The missionary goes ballistic and yells at the chief that he has spent years teaching the tribe how to be civilized and be kind to each other, so how could he kill these people in cold blood that way? The chief replied: "My bike."

- Sure, I may not be in a relationship, but I am three people's plan B and someone's maybe if we're ever the last two people on Earth.
- I'm trying to finish writing a script for a porno movie, but there are just too many holes in the plot.
- With my luck I'll probably be reincarnated as me.
- I'm in a long distance relationship. My girlfriend is in the future.
- Education is important but other stuff is more importanter.
- Smaller babies may be delivered by storks but the heavier ones would need a crane!
- I'm watching my neighbor through the blinds, he's so creepy.
- Even people who are good for nothing can bring smile on your face, when pushed down the stairs ...

