



**Issue 2
Volume 3**

February 2011

The Official Newsletter of Steel Horses Cruising Motorcycles Social Club Inc.

The Steel Horse

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As most of you will know by now Sarge is off pursuing work opportunities overseas, not being able to give 100% to the club Sarge has decided to step down from the GM's position.

This club was founded by Sarge and to most of us it will always remain 'Sarge's Steel Horses'.

With the help of the Committee the club will roll along the same lines as Sarge intended until the October elections. I'd like to thank Sugar for staying on as co-ordinator for obvious reasons.

We have a good base of members now with some strong friendships forming; we still need to keep those ride invites going out as some new faces will be welcome.

Springwood Suzuki have SHCMSC fliers and ride invites on their desks and counters and are promoting Steel Horses with enthusiasm. Don't forget they give 10% discount for members wanting parts or merchandise etc.

Debbil has added a slide show to the home page of the web site, so if you want to see yourself and your bike up in lights then grab a photo and send it to the secretary as an E-mail attachment.

Thanks to Boots for firing up his new ride day, and thanks to all our Ride Captains because without their efforts, the club goes nowhere.

My role as Delegate has not changed so if anyone has any concerns about club activities then please contact me. Details are within 'Who's Who' on page 2 of the newsletter.

Catch you soon; I'm off to clean the bike,

Rowdy

VIP dates

- | | |
|---|---|
| ♦ 19/02/2011—Calamvale Hotel—
Dinner | ♦ 17/07/2011—Laverda
(Cleveland Showgrounds) |
| ♦ 22/04/2011—Good Friday | ♦ 22-23-24/08/2011—Mild Hogs Ride |
| ♦ 25/04/2011—Anzac Day | ♦ 17/09/2011—AGM (Saturday) |
| ♦ 19/06/2011—BBQ—Mt Coot-tha | ♦ 05/10/???? —Debbil's B'day |

Deadline
2nd Tuesday of every
month

Who's who

Management Committee

GM—Rowdy (acting)

Mobile: 0423 196 380

Email: alecgriggs@bigpond.com

President—Ynot

Mobile: 0417 758 792

Email: tw.lowe@bigpond.com

Treasurer—Drastic

Mobile: 0438 785 662

Email: david.hall@rentco.com.au

Secretary—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Coordinator—Sugar

Mobile: 0417 636 158

Email: sarge44@bigpond.net.au

Riders' Delegate—Rowdy

Mobile: 0423 196 380

Email: alecgriggs@bigpond.com

Postal address

The Secretary

PO Box 319

Mt Gravatt Plaza, Qld, 4122

Other roles

Merchandiser—Drastic

Mobile: 0438 785 662

Email: david.hall@rentco.com.au

Editor—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Proof Reader—Jenny

Ride Captain (South) - Yogi

See Event Calendar for details

Ride Captain (North) - Boots

See Event Calendar for details

Ride Captain (West) -

Sam / Cosmo

See Event Calendar for details

Webmaster—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Club objectives

The objects of the club are to encourage members to regularly meet, ride, and join together for social enjoyment

Membership

Membership is open to Riders and Pillions of Cruiser and Tourer motorcycles, as well as Social Members.

Currently, the annual membership subscription is \$36 for Riders, \$24 for Pillions, and \$12 for Social Members. This is applied monthly pro-rata for new members.

For new members there is also a once only joining fee on top of the annual membership fee. This covers the cost of Patch, Insignia, and other Club costs.

Currently, the joining fee is \$30 for Riders and Pillions, and either \$20 or \$30 for Social Members depending on whether they elect to wear a Badge or a Vest.

Members can purchase a booklet of the Rules and By-laws at cost. Contact the Secretary to do so.

Monthly Meetings

Steel Horses Cruising Motorcycles Social Club Inc meets every 3rd Tuesday at Lord Stanley Hotel, East Brisbane, Brisbane at 7.30 pm. Lord Stanley Hotel is at the intersection of Didsbury St, and Stanley St East, East Brisbane.

Club Merchandise

Please contact the **Merchandiser** (see **Other Roles** to the left) if you are interested in **Steel Horses Cruising Motorcycles Social Club Inc.** merchandise. See the last page for NEW merchandise.

Internet presence

THE CLUB WEBSITE IS:

steelhorsesinc.com

(steel horses inc dot com)



Disclaimer

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

Ynot's Blurb—February 2011

Hi all,

Now that the weather has started to become a bit more motorcycle-friendly, we are able to participate in our regular rides once again. Most of our rides are well attended. The Ride Captains are providing a wide variety of destinations to the Coordinator - Sugar, to include in the Event Calendar, and we are attracting visitors to our rides once again.

Boots led the first ride from our new North meeting point at Carseldine. You can read the details of the ride in Boots' ride report. The allocated south ride was led by Sparra, and the west rides by Cosmo and Sam. See below for their reports.

For as long as I have been participating in group-rides, there has been constant discussion by participants about the way rides are conducted. Some people think they are too slow; some think they are too fast; some think they are too short; some think they are too long; some think there are too many bum breaks; others say there are not enough. The club tries to cater for most tastes via the variety of rides on the ride calendar, and by appointing Ride Captains with the leadership skills and ability necessary to ensure an enjoyable event. However, the speed of rides always seems to be a contentious issue.

There is no answer to the question about the suitable speed for a ride, other than to remind everybody that we are a club of individuals each with their own needs, wants, preferences and beliefs. There are legal speed limits that all licensed riders are aware of, and there are safe speeds that all riders should be aware of, and there are comfortable speeds that people prefer to ride at. The safe speed and comfortable speed differs for each rider according to their ability, experience, perception and preference.

The club tries to accommodate most of these variables and they are clearly addressed in Guideline (by laws) 20b. Examples of these guidelines in action are when we ride as a group via the staggered formation, keeping a rider in your mirror, marking corners for slower riders, and riding within one's own capabilities. The Ride Captain explains the ride rules before the ride commences, and it is important that all riders listen carefully. It is also important that the location of the bum breaks and eating destinations are clearly identified. Having regular breaks not only relieves fatigue, but also allows slower riders to catch up.

Regardless of the efforts of the Ride Captain and Tail End Charlie to keep the group together, there will be instances when this is impossible without jeopardising rider safety. Therefore there has to be a conscious effort by those who may be separated from the group to catch up. They should attempt to do this in a safe manner. Slow riders are encouraged to ride at the rear of the group with an experienced Tail end Charlie to look after them, and if the Tail End Charlie is fully briefed as to the destination of the next stop, they will eventually catch up.

Fast riders can also satisfy their need for speed when the Ride Captain signals that it is OK to leave the ride. Those who choose to leave the ride are expected to wait for the slower riders to catch up at an appropriate place, usually a pre-agreed destination or a change of direction, where they will rejoin the ride. It is the responsibility of the Ride Captain to ensure that these things happen.

The issue of "what is the ideal ride speed to satisfy all riders" is not solvable. All I can say is that as we ride as a club, we should all be aware of the varying riding styles, abilities and preferences of other riders, be patient and tolerant. Each member is just as entitled to enjoy his or her ride as much as you are.

Safe Riding,

Ynot

Ride Report - South— 23 January 2011

Well, what a roll up! We started with an even dozen bikes. Sparra and I can only assume that it was our charming magnetism that attracted such a big crowd.

However, before I go on. What a trooper our Sarge is! He rocks up at the meeting point, broken collar bone, cracked ribs, and announces he's going to join us!!, if only for a short while. He ended up leaving us at the Helensvale turn off, and I think that was a bloody good effort. Talk about Keen!! Well done Mate. Hope it didn't play up on you later.

We met up at BP Yatala, did the usual intros, and headed off.

We had, Sparra, Sarge, Ynot, Shadow, Tony (my Son in Law) as a visitor, Rowdy, Pedro, and our other welcome visitors, Rob and Julie, both riding Harleys, Tony and Jenny (two up), and Phill, on his Harley, who often joins us for a ride, and yours truly as Tail end Charlie. Ynot took over this position a bit later down the track.

Sparra decided to take us straight down the Highway south with our first bum rest at the Mooball pub. We all enjoyed a cold drink before heading off to Lennox Heads Bowls club for lunch, which was very nice, and reasonably priced. Sparra's Dad was a member there.

On our way back, we stopped in at the BP Servo just outside Byron Bay to fuel up.

Sparra called the ride officially over, so everyone could make their own way home at their own pace.

Rob and Julie left us at this point, because they decided they wanted to go home the long way, and Tony and Jenny decided to extend their ride a bit, also by going home a different way. Good on ya' guys.

Shadow said if he'd known we were only going on a Highway run he would have brought TT as a pillion, as he is still getting used to his new Yamaha 950.

I didn't know it, but Son in law Tony only had 130km on his New C109 RT as we left BP Yatala, so it was a good chance for him to put a few miles up, and blow some cobwebs out of it.

For some reason I just couldn't get with the program, I seemed to need a bum rest more often than is normal, and I seemed to have aches and pains in places where I didn't even know I had places. So I coaxed Sparra into stopping at Mudgeeraba Caltex for another break, while everyone else soldiered on.

Thanks Pardner.

All in all, another great day riding with great people.

See you all on the next one

Cheers

Steiny and Sparra (filling in for Yogi)

Ride Report—West — 29 January 2011

WITH Goodna Maccas still under repair from the floods, we decided to meet at Springwood Suzuki for breakfast.

Of the dozen or so who attended, BC, Smiley, Sarge, Ynot and myself set out for Rathdowney. We pulled up at Beaudesert to give Sarge's broken shoulder a "break" (pardon the pun). He said that it was no good before we started and as it got no better on the ride he called it a day and headed for home.

From here it was out along the Kerry road which crosses the upper reaches of the Albert River several times, before crossing the Darlington range, and winding our way through the valley back onto the Mt Lindsey Hwy and onto Rathy.

I must say the road through here has deteriorated over the last couple of years, but the scenery is as good as it gets.

BC made a comment that those types of roads are what keep the mind sharp and the heart pumping, and Ynot reminisced that this is why he rides motorbikes.

After a quick stop for refreshments at the Rathy pub we headed for Boonah, stopping at the Dugandan Hotel for lunch. The pub has photos from the flood showing the pub as an island.

After our break we saddled up and headed off through Boonah, pulling up at Peak Crossing where we fuelled up.

After saying our goodbyes we headed to the Cunningham Hwy at Yamanto where my fellow riders headed east, and I departed west.

Great day, great ride

Cheers Sam

Ride Report—North — 6 February 2011

The inaugural north ride on 6th February was attended by Drastic, Steiney, Sparra, Rowdy, Lace and 2 guests: Paul and (another) Paul.

The meeting point offered plenty of food choices, covering everyone's tastes. So after the usual Sunday morning chit-chat over a cuppa until 9.00am I briefed the riders on the direction we were taking.

I have set a new record! – I lost 3 riders in 30 seconds and within 500 metres of our departure point.

"We're not going up the Bruce Highway!" was obviously not heard by at least three riders.

After waiting on the side of the road for a few minutes and realising this error, we messaged Steiney and arranged to meet at the pub outside of Woodford.

Rowdy took up the position of Tail End Charlie and we proceeded towards Dayboro (passing a police spot check station, where we were not stopped) and turned off at Fingerboard Road, thus by-passing the Dayboro pub.

Now, I know that some of you are asking if it was possible that I would do such a thing and the answer is "Yes" - there is no point in going to a pub if it is still closed.

We continued over Mt Mee - passing a 2nd police spot check station (where we were not stopped) - and down the other side to meet up with the 3 wayward riders at the pub. This unscheduled stop (yes, another pub supposed to be by-passed) forced us to have a quick beer with the others who were already into it. Another 10 minute chat and it was time to hit the road.

Sparra, Sarge, and eventually Paul pulled out and the rest of us headed off to Maleny, Conondale and stopped for lunch at Kenilworth. We had avoided rain all day and it poured for most of the time we were in the pub. It stopped soon after we had finished eating and Steiney had completed his power nap.

The next part of the ride was to have been on Obi Obi Rd, but I was aware of a 3km detour which would have turned this road to mud. The change of plans took us through some nice countryside towards Eumnudi until we hit the Bruce Highway.

Our farewells were at the usual BP Servo and the round trip cost us about 330km.

Boots

(These boots ain't made for walking)



TELL ME THIS WON'T HAPPEN TO US

Three sisters aged 92, 94 and 96, live in a house together.

One night the 96-year-old decides to have a bath. After filling the tub she puts her foot in and then pauses. She yells to the other sisters, "was I getting in or out of the bath?"

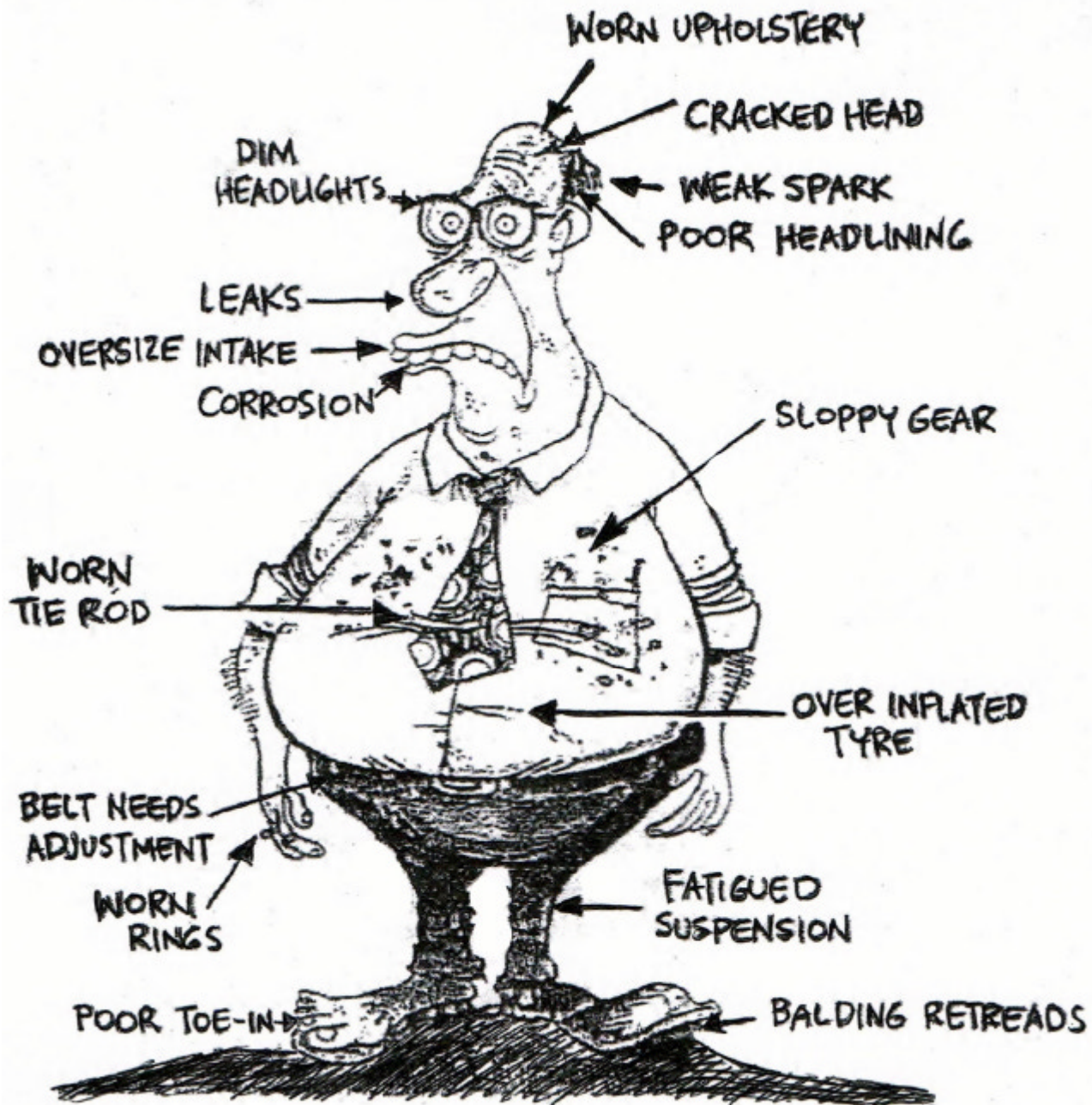
The 94-year-old yells back, "I don't know. I'll come up and see." She starts up the stairs but halfway up she pauses and yells out, "was I going up the stairs or down?"

The 92-year-old is sitting at the kitchen table having tea while listening to her sisters; she shakes her head and says, "I sure hope I never get that forgetful. Knock on wood."

She then yells, "I'll come up and help both of you as soon as I see who's at the door".

Shadow's idea of an OLD (but not Ex) Steel Horses member

Vintage Rider Roadworthiness Report



Classified Advertisements from a UK newspaper

FREE PUPPIES

½ Cocker Spaniel, ½ sneaky neighbour's dog.

WEDDING DRESS FOR SALE.

Worn once by mistake.

PARACHUTE FOR SALE

Never opened - used once.

Shoulder to shoulder



Some members might be wondering what has been happening with Debbil and, because it has been some months since you had an update, I will tell you what the situation is right now.

On 28 September 2010 Debbil's shoulder looked pretty bad – that's because it was! As you can see it was really “shattered” or as our local GP said, “pulverised”. On Tuesday 12 October he had a “reverse shoulder replacement” operation at the Princess Alexandra Hospital. This is a relatively new procedure. PA has done a few, but not too many, in the last four years. The surgeon Debbil had was a specialist in this particular area and with this particular operation. It was decided to do this procedure because it would give Debbil more movement in the long run and because there really was nothing to pin the metal to.

Because his arm had been totally immobilised for a number of weeks we knew the recovery process was going to be quite a long one. On the 22nd of October he has his first session with the PA Physiotherapists. Those sessions are still continuing and he returns to the PA each fortnight for progress reports and new exercises. He is now at the stage of using weights to strengthen the muscles in his left arm. He completes a series of exercises three times a day. As expected it has been a long and, at times, a rather painful process.

Fortunately for Steel Horses Debbil can still take the monthly meeting minutes, maintain and update the website and produce the newsletter each month. When he is ready – and that means when he has more strength in his arm – he will get back on the bike and join you for rides. It will be fun times during the months of March and April when he tests out airport security. With a completely metal shoulder as you can see, alarms should be going off at airports in Australia and New Zealand. He plans to carry a photocopy of his new shoulder's x-ray as proof that he is not a “dangerously armed” man but is merely a “metal armed” man.

Jenny

Event Calendar 2011

Where it says "**Member's Choice**",

We would like you to volunteer to lead a ride along your favourite roads.

If you want to suggest the route or even take the Ride, email the relevant Ride Captain at least two weeks before to let him/her know the meeting point (you decide), the route, the distance, and approximate ride duration.

If everything is OK, the Ride Captain will approve it and let you know ASAP.

When the Ride Captain lets you know, you **MUST** then email all members to give them advanced notice of the ride details.

(if you can't do that, ask the Secretary to do it ASAP).

If you are a Rider or a Pillion YOU should then lead the ride.

If nobody volunteers, the relevant Ride Captain will take the ride as usual.

You must phone the relevant Ride Captain by 7.30 pm the night before a ride to confirm you wish to do that ride.

Meeting Points & Ride Captains

North	Caltex (Woolworth's), 1746 Gympie Rd, Carseldine	Boots—ozcruise@bigpond.com.au Mob: 0416 034 886
South	M1, Exit 38, Yatala (BP Service Centre)	Yogi — 11yogi11@gmail.com Mob: 0418 692 277
West	McDonalds, 2 William St, Goodna (better check with Sam !!!!)	Sam—samhobden@hotmail.com Mob: 0419 174 201 Cosmo—cutidea@bigpond.com.au (contact Sam)

February 2011

Sun 6	North	9.00 am	Strathpine, Carseldine, Kurwongbah, Dayboro, D'Aguilar, Reesville, Mapleton, Cooloolabin, Yandina, Kiamba, Wappa Dam, Nambour, Bruce Highway, home	300 km 4 hours + stops
Sat 12	BP out-bound at Blacksoil	9.00 am	Darling Downs (Club Ride) OR Pro Motorcycles, 359 Brisbane St, Ipswich @ 10.00am for QLD Floods Fundraising Ride - \$15 with all funds going to the Queensland Premier's Flood Relief. Finishing at Murphy's Creek Tavern for refreshments and light lunch. Judging will then start for Best Shadow, Best British, Best European, Best US/Canadian, Best Japanese (non Shadow), Best Others. Prizes will be awarded. Funds raised will be presented to a representative of the Premier's Dept for the Flood Relief Fund. SUPPORT VEHICLES are NOT available for the ride.	
Tue 15	ALL	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 19	All		Dinner at the Calamvale Hotel	Adults Only
Sun 20	South	9.00 am	Yatala, Cleveland, Redland Bay (Tourist Drive)	180 km 5 hours
Sat 26	North	9.00 am	Beaudesert, Boonah, Rosewood, Blacksoil, Home	320 km 6 hours

March 2011

Sun 6	South	9.00 am	Beaudesert, Lions Road, Kyogle, Nimbin, Murwillumbah, Home	289 km 6 hours
Sat 12	North	9.00 am	Member's Choice	?
Tue 15	ALL	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sun 20	West	9.00 am	Advancetown, Natural Bridge, Byron Bay, Home	?
Sat 26	North	9.00 am	Member's Choice	?

April 2011				
Sun 3	South	9.00 am	Member's Choice	?
Sat 9	West	9.00 am	Rosewood, Gatton, Murphy's Creek, Esk	
Sun 17	North	9.00 am	Samford, Dayboro, Mt Mee, Malaney, Burpengary	5 hours 210 km
Tue 19	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Fri 22			Good Friday	
Sat 23	South	9.00 am	Easter Saturday—Member's Choice	?
Sun 24			Easter Sunday	
Mon 25			Anzac Day & Easter Monday	
May 2011				
Sun 1	West	9.00 am	Member's Choice	?
Mon 2			Labour Day	
Sat 7	North	9.00 am	Beaudesert, Boonah, Rosewood, Blacksoil	320 km 6 hours
Sun 15	South	9.00 am	Member's Choice	?
Tue 17	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 21	West	9.00 am	Mt Tamborine, Canungra, Boonah	200 km 4 hours
Sun 29	South	9.00 am	Advancetown, Byron Bay	300 km 4 hours
June 2011				
Sat 4	West	9.00 am	Peak Crossing, Queen Mary Falls, Aratula, Ipswich	350 km
Sun 12	South	9.00 am		
Mon 13			Queen's Birthday	
Sun 19	North	9.00 am	Short Ride—BBQ—Mt Coot-tha, Children welcome	?
Tue 21	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 25	West		Gatton, Toowoomba, Oakey, Hampton, Fernvale	280 km

Spoken like a celebrity

So-called famous people can say the stupidest things. You don't have to be a card-carrying member of Mensa to make it big in the entertainment business.

Brooke Shields would drive you to drink with her anti-smoking message: "Smoking kills. If you're killed, you've lost a very important part of your life."

Britney Spears never said she was a scholar: "I get to go to lots of overseas places, like Canada."

Again proving geography isn't her strength, Britney said she didn't want to visit Japan: "Simply because I don't like eating fish. And I know it's very popular out there in Africa."

Christina Aguilera also proved that geography is not among her strong points: "So, where's the Cannes Film Festival being held this year?"

Cher's in a spin about her career: "I've been up and down so many times I feel as if I'm in a revolving door."

Members' Birthdays

Happy birthday to all members who celebrate their birthday this month. Members include Gem and Jewles.

History of Motorcycles—part 8

Engine Configuration continued

Angle of the V

Generally, any two-cylinder motorcycle engine with cylinders at an angle of more than 0° and less than 180° apart is referred to as a V-twin.



Today, motorcycles with V-twin engines generally use angles from 45° to 90°. Suzuki Volusia (top right), C50, and M50, and some models of Harley Davidson (on left) use 45°, while Moto Guzzi uses 90°. As a matter of interest (well, maybe to members of the 109 'club') Suzuki C109s and M109s use an angle of 54°.

A 90° V-twin engine, such as the signature Ducati engine (on right) — with its front cylinder approximately horizontal and the rear cylinder approximately vertical — is referred to by Ducati as a 'L-Twin' engine. However the longitudinal 90° V-twin engine used by Moto Guzzi (on left) is always referred to as a 'V-Twin', as is the longitudinal 80° V-twin engine used in 1982 by Honda's GL500 Silver Wing (on right) and it's bigger brother, the GL650 of 1983.

There is no technical difference between a V-Twin and an L-Twin engine. These descriptions are merely labels used by the manufacturers.



V-four

Such engines are similar in design to a V-twin but have four cylinders. AJS had a 500cc V4 engine in its 1936 model (on left) while Honda uses a V4 engine in its ST1100 and ST1300 Tourer (on right).



Other V engines



Honda used a V-5 engine in its VFR1000 Sports bike of 2009 (on left). Laverda had a V-6 engine (right) in its 1000 V6 of 1972 (bottom right), while a number of short run manufacturers bought out V6 and V8s. These ranged in capacity from 250cc to 5 litres.



to be continued

Merchandising—contact Drastic—see p. 2 for details



Steel Horses Caps \$17.00



Chopper sunglasses \$15

LADIES
Jeni B
3/4 Sleeve
Black



LADIES
Jeni B
3/4 Sleeve
White



Tee-shirts \$36

The club does not stock these but will put your name on a wait-list.

When the Merchandiser decides there are enough for a bulk order, you will then pay for your order.

MENS
Johnny Bobbin
Long Sleeve
Black



MENS
Johnny Bobbin
Long Sleeve
White



How to wear your Patch and Insignia

