

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

June 2014

VOL 6, ISSUE 6

THE STEEL HORSES



Poker Run



**The poker run is a roll the dice
and leaves the**

**BP Yatala at 9.00am
Sunday the 22nd of June.**

**There will be two stops during
the ride with the third being the
Veresdale Hotel for lunch.**

**Lunch is optional and the
Veresdale is located
on the Mt Lindsay highway
between Beaudesert
and Jimboomba.**





STEEL HORSES ADDRESS

The Secretary

PO Box 372
Salisbury, Qld, 4107

Management Committee:

Founder – Sarge

Mobile: 0417 636 425
Email: sarge.45@bigpond.com

President – Grumpy

Mobile: 0418 793 062
Email: clint.walkerden4@bigpond.com.au

Treasurer – Ynot

Mobile: 0417 758 792
Email: tw.lowe@bigpond.com

Secretary – Steiny

Mobile: 0419 672 216
Email: grahamitzstein@optusnet.com.au

Coordinator – Sugar

Mobile: 0417 636 158
Email: sarge44@bigpond.net.au

Rider's Delegate – Jak

Mobile: 0402 263 920
Email: paul.home@optusnet.com.au

Other Roles:

Merchandiser – Mac

Telephone: 3944 4655
Email: rg1259@gmail.com

Editor – Boots

Mobile: 0416 034 886
Email: ozcruise@bigpond.net.au

Ride Captain (South) – Jak

Ride Captain (North) – Grumpy and Hurricane

Ride Captain (West) - Pyro

Webbitch – Phoenix

Mobile: 0411 720 317
Email: adjohnman@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, Pillions, and 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 \$40 for all Members. All Members must wear a vest and Club Patch.

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

June 2014

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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.



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





Sarge's Slant

Hi All. I know we need the rain but I am sure tired of the wet stuff interrupting my rides.

Hopefully it will be drier and cooler in the coming weeks and months so that we can really get out on the road.

We are a young Club and still finding our feet a bit and this month I wanted to talk about bikes and specifically why we only accept certain types of Bikes into the Club. I have respect for all Bike riders irrespective of the Bike they ride (unless it is a scooter) however our Club is specifically for Cruisers and Tourer type motorcycles.

Why? I hear you ask. The answer is simple Cruiser and Tourer motorcycles are designed by the manufacturer for a specific purpose and that is to Cruise sealed roads for reasonable distances in reasonable comfort. Sports Bikes are designed specifically to go fast and to ride for short distances comfortably. Other styles of Bikes are designed for specific purposes and they perform differently to Tourers and Cruisers

On a ride, Sport Bikes are capable of reaching legal speed limits a lot faster than 'our' Bikes and this makes it difficult for the rest of us to keep up with them off the mark and after corners and up hills etc. They can also easily out brake the rest of us. This ability and power can and has created a little frustration for slower riders and slower Bikes and the same for the Sport Bikes riders who constantly need to holdback to keep within the ride formation.

In addition Sport motorcycles can corner a lot faster and maneuver a lot faster than the best of the Cruisers and what this can potentially cause when you are following a sport bike is a significant 'Oh Shit' experience for the less maneuverable bike when the Bike in front successfully got

around the corner and your bike cannot and is scraping all that lovely chrome off the shiny bits we are all so proud of.

Given all of this it is unfortunate that we will sometimes say 'no' to a membership application due to the Bike being the wrong type and this is tuff for all involved. However it is important that we all hold the line with our principals and that is the club is formed for Cruising and Touring motorcycles and if you ride a different type of bike then you need a different club, nothing personal.

One of the things that we have taken some care in setting up is the rules and bi laws so that we have a good structure for the Club to operate. I encourage everyone to openly discuss general things like ride rules and type of Bikes etc in the club meetings because these open discussions are healthy and good to promote understanding of why certain things are done certain ways. Just don't get personal is all I ask. NEVER forget if you get 75% of people supporting a change then you can make the change happen but you need majority support.

I have not been able to attend the last few meetings due to work commitments and I will unfortunately miss the June meeting as well but I am with you in spirit and encourage the ongoing discussions.

Our web site is active and lots of people are looking at it based on the hit counter. I ask that each of you take the time this month to get photos of you and your Bike into Steiny. The ability for new prospective members to be able to view who we are and what we ride on the web is a powerful aid to encouraging people to join us, so come on and get that camera working! No it is not mandatory but just nice to have.

Look forward to seeing you all on the next one and at the September AGM.

Sarge





*from the
Coordinator's Desk*



*The
Report*

Hi all,

Sugars News here

Everything for the AGM is done. Sarge will be doing a short ride down to the accommodation, arriving about mid afternoon.

Laverda is on the 20th of July. Hoping everyone can make it. I will need numbers at the next meeting held 17 June, as Steiny is putting on a BBQ.

I also need 10 people to volunteer to put up the marquee. These 10 bikes will have stickers for free entry/display.

Hope to see you all at the next meeting!

Sugar

THE CLUB WEBSITE IS AT:
steelhorses.com.au
(steel horses dot com)

West Ride Report

8th May
2014

Hi all Pyro here. Sunday started looking as though we would have a clear day with no rain and we just scrapped it in. Phoenix and I met Steiny, Mac, Sarge and Steiny's pillion Eddie for breakfast at the Coffee Club at 8.00 am.

After brekkie we went down to Maccas to meet up with Boots, Hurricane and Graeme. Graeme rides a Harley and has been with us on a few rides. After our hellos I explained the route for today's ride suggesting a detour that had 1 km of dirt but was shot down and the detour was scrapped. We left on time and headed up the Cunningham Hwy and turned into Amberley and onto Rosewood. We were all behaving ourselves when we came into Grandchester to pass our first of many Police cars for the day (I counted three for the day).

We travelled through Grandchester and then into Laidley and Forest Hill and Gatton. It was discussed at the beginning of the day we could stop at Gatton or push onto Murphy's Creek for our first stop. Murphy's Creek got the nod. We arrived at 10.25 am and found the place empty and were served straight away. After a nice cold drink and relaxing chat with friends we again threw the leg over the steel horses and headed for Hampton. I suggested we were going to stop on the range for those of us who have small tanks to fill up and most chose to refuel their rides.



PYRO



We travelled along to Hampton passing another cop car going the other way and then came up on one parked on the other side of the road, he gave all of us a good look but nothing more, we must look like friendly bikers. We turned into Esk Hampton Road and I signalled for a breakout and for a while no one took up the mantel, we were about half way when the rumble of the Harley went flying past with Sarge smiling ear to ear, a few minutes more and Boots and Graeme followed. We came up on a slow 4x4 which kept Hurricane, Mac and myself held up for awhile, but after 5/10 min he pulled over to let us past.

There are some considerate car drivers out there and we thank you for letting us pass. We arrived in Esk for lunch at 12.15 and went to our usual pub. An hour passes with some tall tales and many jokes and its time we head for home, the northern riders said their goodbyes as they were going over Mt Glorious while the rest were going to Blacksoil.

I would normally go over the mountain but had to get home early for a change so straight to Blacksoil and our goodbyes. Remember me saying the weather looked like we should scrap it in, well is was here I looked up and thought we were stuffed. We kept our byes short and headed for the barn, Phoenix and I got a little water on the freeway but after Goodna was all good, we also passed the Gasoline Alley's truck coming into Goodna, I think I saw them at the Dam look out. Anyway another Pyro adventure down but many more to come.

Today's ride was a short one, only 330 km return for us, home before 3 pm. Thank you to those who attended as its more fun with a few bikes along for the ride, many thanks to those who said they were coming and those who sent their apologies, its nice having an idea on who is going to be there.

Looking forward to seeing all on the next one,

Pyro

Light Em Up



MEETINGS - POINT OF ORDER & DISSENT MOTION

My last two articles have discussed meeting behavior and proposing motions. This article will explain a “point of order” and “dissent motions”.



The Point of Order (Guideline 11d)

As previously discussed, for a fair representation of opinions to arise during a meeting, members must observe the rules of acceptable behaviour. At all times the Chairperson will try to ensure that discussion follows the requirements of acceptable meeting behavior, club rules and guidelines. However in the heat of discussion and debate, violations may occur. Examples of violations include;

- not keeping to the agenda,
- not adhering to time constraints,
- making decisions contrary to the club rules and guidelines,
- members being disrespectful,
- members not speaking through the chair,
- interrupting others when they are speaking,

- audible side conversations and
- generally, not adhering to the rules of acceptable meeting behavior.

If the Chairperson happens to overlook such a violation, any member can call a “point of order”. No seconder is required.

Upon a point of order being called, the Chairperson will immediately halt the proceedings, and ask the member calling the point of order to explain what the point of order is and why he/she is calling it.

When the member completes the explanation, the chairperson will rule either in favour of, or against the point of order, or decide to refer the matter to the Management Committee for further consideration. If the Chairperson rules in favour of the point of order, the violation will be suitably corrected and the offender notified, and

the meeting will resume. If the Chairperson rules against the point of order, the member raising it must respect the Chairperson's ruling and allow the meeting to continue (unless there is a dissent motion to follow. Refer below). If the issue is referred to the Management Committee, the Management Committee will meet at the first opportunity to resolve the issue and report back the next monthly meeting.

The Secretary will record the point of order and the Chairperson's ruling in the minutes.

A point of order can only be raised when there is an apparent breach in the rules of acceptable meeting behavior, Club Rules and Guidelines. A point of order must not be used to merely disrupt the meeting, or for any other vexatious reason.

A Dissent Motion (Guideline 11e)

If a member raises a point of order and is not

satisfied with the Chairperson's ruling, they can propose a "Motion of Dissent". No seconder is required. The Chairperson will immediately ask the members to vote for the Chairperson's ruling, or the dissenting member's point of order. Provided the issue does not involve a change to the club rules or the Guidelines, or does not breach the Club Rules and Guidelines, a majority vote will resolve the issue. A simple majority will be 50% of the financial members present at the meeting, plus one. (Rule 1(3) (b).

The secretary will record the dissent motion and the results of the vote in the minutes. The meeting can then resume.

If these meeting guidelines are followed by all participants, the meetings should be productive, time efficient, informative, enjoyable, and support the club's philosophy of being transparent and democratic.

YNOT



West Ride Report

8th May
2014

Hi All Pyro here, Well Sunday came and once again it was a beautiful day, sun shining and hardly a cloud in the sky. As usual Phoenix and I met Steiny, Sarge, at the Coffee Club and to our great joy Big Kev was there too, we were also joined by Drastic and his pillion Maryanne.

After Brekkie we met Yogi and Princess at Maccas, I had just given a small brief on our route for the day and we were about to leave when Graham arrived to join us. So a pretty good turn out, Big Kev, Steiny, Sarge, Graham, Drastic and Maryanne, Yogi and Princess, and myself and Phoenix. Eight bikes and two pillions. We left on time and headed for the Cunningham and up through to Amberley and to Rosewood. In my brief I said we were going off the main stream and for those who would like to jump ahead to slow down and not go into Laidley as we would be turning left and going into the valley. Drastic, Sarge and Graham went a little to far, I pulled up to our turn and could see them two hundred meters ahead waiting for us, Big Kev went forward and got them to turn around and fall back into line. We went into the Mulgowie Rd and Laidley south, a nice little detour, we past some old bikers on Norton's I think, Now this was just a detour to make up some km but as we were running late I turned around early and headed back towards Laidley but then had to pull over and wait for the stragglers. We turned left into another back street and some nice

PYRO



West Ride

back roads with clean scenery and no traffic, after a short time we come back to Laidley and turn for Ma Ma Creek and stop at our first stop the pub at Tent hill. After a short bum rest and drink and a very interesting story about the incredible riding skill of our one and only female rider. Every one who followed Princess today said she rode like a bird with its wings spread wide and looked majestic in her handling of the bike today. We hopped back on our steel horses and headed for Flagstone road, now this is a nice road but I was planning to turn left into the valley again at Stockyard road but missed my turn so we headed further along and turned left into Upper Flagstone Creek road instead and out to the freeway,

I must admit that this is a fun road and we met no traffic at all, next time I'll get the turn right and we will find out how good the back roads are. We came out at the freeway a little north of Greenmount and stopped for fuel at the BP Eaton Vale road house, a short stop and then on to Rudd's pub for lunch. Lunch was great as always with most having the Rudd burger and some having half a cow. We left Rudd's late so it was straight for Ma Ma Creek via Gatton Clifton road, I signalled for another break out and a few chose to take it up, Drastic and Sarge

were there and then not, Graham followed suit and was out of sight in no time. A short distance from Ma Ma Creek we passed Graham watering the trees and shortly after thought the same off Drastic, We only found out when we stopped that Drastic was hit by a stone thrown up by a tyre and was bleeding around the nose and very close to the eye, very lucky he wears good glasses that protect his eyes. We all have a short stop and rest at Ma Ma and most chose to continue on but Princess wanted a cup of tea so Yogi and Princess stayed while the rest hopped back on our bikes and headed for home. It was about 3 pm by this time and with me hating the freeway we go the way we came, only I forgot all about the road works that slowed us up in the morning. We get to Amberley about 3.45 pm and most kept going for home, Big Kev, Phoenix and I stayed and had a cup of coffee before heading off again. The ride was approx. 330 km back to Goodna but around 400 round trip back home. The weather was great with no rain and few cars in our way on the fun bits, overall it was another great day on the bike with good friends. The only thing missing was you. Maybe the next one.

Pyro Light Em Up.



*1st June
2014*

South Ride

Hi all,

Sunday morning started off with very heavy fog, and I didn't know if the day was going to turn out too well, but when I arrived at The BP at Yatala we already had some early starters.

We had: Ynot, Sarge, Ace & Gemma (Aces daughter), Mac, Jak, Kim, Pyro & Phoenix, Yogi, Specs and me of course.

10 bikes and 12 people. Now that's a pretty good roll up.

after coffee and something to eat we headed off to Tamborine Village...Beaudesert...Rathdowney, where we had a nice leisurely bum rest, some drinks and a chat. As I have said earlier, I had heard that the Lions Road had been fixed up and we were going to try it out.



South Ride

We headed out of Rathdowney and soon after, I gave the signal to leave the ride. Most went ahead, with Myself Kim Specs and Ynot bringing up the rear. when we got to the turn off to Summerland way, they were waiting for us and we all took off together. It was a nice run down to the turn off to the Lions road, where we stopped at that little cafe' on the river for lunch. Mac had a quick lunch and had to head home. The food was pretty good going

by all the comments when we were saddling up to take on the lions road. The young bloke at the cafe' was telling us that the other end of the Lions Road has been done up, and he thinks they are going to have time trials from Rathdowney to the cafe', and it is supposed to be going to be run something like the Isle of man race. That remains to be seen, but it is an interesting thought.



We headed off after lunch and we all met up at the forked road where you can go back to Rathdowney, or head straight ahead to the highway towards Beaudesert. We said our goodbyes and went our separate ways.

Ynot still isn't impressed with the Lions road, and I don't like anyone's chances of talking him into doing it again, any time soon.

Another great days riding, with no rain, pleasant weather, and a great bunch of people.

See you on the next one.

Cheers

Steiny

"A man has got to know his limitations"





24th, 25th May
2014

Two Day Ride

Neil and Robyn Anstey arranged this weekend away.-

I met up with the crew at BP Yatala at around 8.15 am on Saturday morning. We had: Pyro and Phoenix, Neil and Robyn, Col and Hayley and me.

We finished our breakfast and headed off with Neil leading, as it was his ride, and with me as tail end Charlie. We headed straight out to Beaudesert via Stanmore Rd, then Tamborine village and straight to Beaudesert, with our first bum rest planned for Rathdowney.

After a bit of a spell we took off for Warwick via Woodenbong. Pyro led from Rathdowney as he was the quickest through the corners, although there had been a few showers recently, going by the water on the road. I was happy to take it steady, as was Colin and Neil, but it didn't take long for some wanker to insist on sitting right on my tail all the way through the corners.

The wet patches soon disappeared and we were right to hook in again, until we got to Woodenbong !!!

From there on, what a bloody nightmare. Someone told me years ago, when I had a ride planned out that way "Don't go on the Woodenbong road, it's the worst road in the state" and they were right. When we got to Warwick, every one of us said, "Never again !!" It was bloody murder !



L to R. Hayley, Phoenix and Robyn at the Lavender farm.

Anyway, we got a fuel top up in Warwick and then scooted on down to Stanthorpe, where we checked in to our Motel/steakhouse. We then boarded the minibus to take us out to the Lavender farm where we all had a coffee and scones/cream/strawberry jam....because that's what you do at such places, or so I'm told. Then back on the bus and back to the brewery where we all tasted several brews that are made on site by the young owner. I'm not a beer drinker, so they all tasted like s*^t to me and I very easily slid across to a Bourbon and coke and Pyro was talked in to a Tia Maria and milk. (I think that's the first time I've seen Pyro drink)

After a few drinks we booked the free maxi Taxi to pick us up and take us back to our Motel, where we all veg'd out till 6.30 when it was time for dinner. It's a bit nippy up there, and I was a bit doubtful about going to the steakhouse with just a T-shirt on, (and trousers too of course, for those waiting to swoop on meagain) but when we walked in, they had the fireplace going nicely and it was lovely. We all had a beautiful meal there with intentions of playing cards after dinner and having a few more drinks, but everyone was pooped and just wanted to go back to our rooms and go to bed.

Next morning, we all headed up for breakfast, which was part of the tariff, had a lovely breakfast then wandered back to our rooms to pack our stuff and head off home.

Marathon Man had some plans of going home a slightly longer route (Queen Mary falls road was suggested, since we found out that it is open now, apparently) but Phoenix had been a bit crook over night and I don't think she was too fussed, and just wanted to go home.

We stopped at Aratula and had coffee and something to eat and we all said our goodbyes there, as Colin and Hayley were going back through Boonah to Hope Island. When the rest of us got to our relevant exits on the freeway we waved our final goodbyes and headed off home.

It was a great weekend with good people, and we had a lot of fun. I'm sure we will end up with another four members from this group, and another Lady that most of you have met, who has been my pillion a few times, "Joy", apparently has just got her Learners license and is looking at joining us down the track a bit, when she is ready for it.

Cheers
Steiny



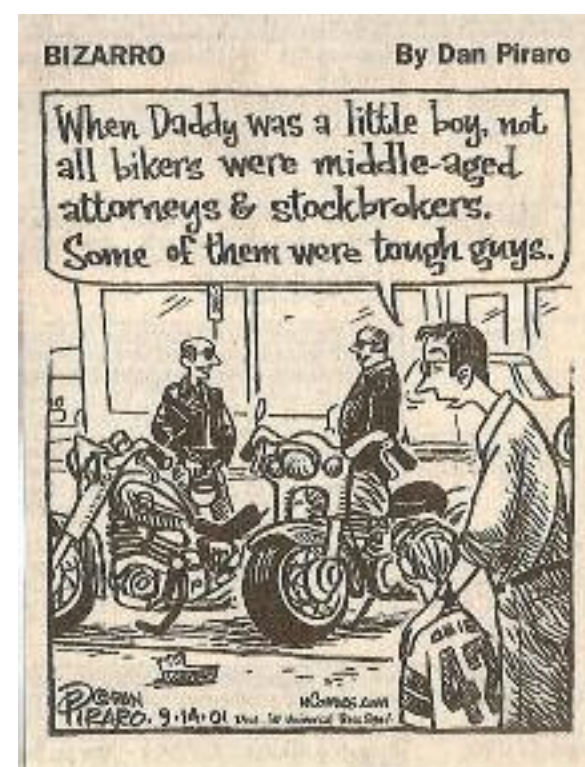
Stopping for a coffee at a little cafe' in Killarney



The other 6 at breakfast on Sunday morning at the Motel/Steakhouse



Neil, Pyro and Phoenix getting a drink at the Stanthorpe Brewery.



North Ride Report

15th June
2014



By the Hurricane

Members:

Yogi, Boots, Jak, Stieny,
Sarge, Pyro, Mac, Grumpy

Visitors:

Graeme & Leigh Hofmeister

On a clear and crisp morning the North ride departed Carseldine and headed out towards the North Pine Dam enroute to the first scheduled stop at the 'Pit Stop' on top of Mt Mee. It was a leisurely ride up the hill as we had been warned that there were traffic cops along the way. By the time we arrived at our first destination we had passed a fixed speed camera just before Dayboro, a motor bike cop coming down the hill and a motorway patrol car also making its way down the hill, it appears they must have known we were coming and decided to leave the area for their own good. We stopped in for a cuppa at the the Pit Stop and some of the boys indulged in a pie or sausage roll, I will not say who as the photos will tell the story. After consuming our nourishments we rode along the top of Mt Mee before taking the turn off at Campbell Pockets Road. I know Mt Mee is widely used by bikers but I never get sick of the ride and the scenery it offers.



Christmas in July, 2014

Hurry! Book your room now July 12th & 13th

\$10.00 to secure YOUR room
See Boots for the floor plan

- ✱ Great Rooms
- ✱ Great Company
- ✱ Fully Cooked Brekky
- ✱ Secure Bike Lock Up
- ✱ Saturday Night Band

North Ride



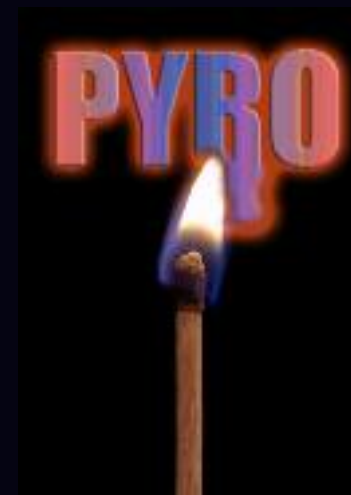
After making our way down Campbell Pockets road and then the back to Landsborough and the Bruce highway, we cruised into Colundra for a cheap but delicious lunch at the CBX Hotel in Bullcock Street. By this time a few of the riders had returned to Brisbane as they had commitments so those that remained decided to head back down the highway after lunch for an early finish. It was a great day riding and everyone seemed to enjoy themselves.

NOTE: Sugar had called me that morning before the ride and was concerned at the speed in which Sarge had left that morning, rest assured Sugar, I kept a eye on him and he kept within the club protocols on breaking the speed limit. I will leave it to others to imagine why he was delayed that left morning? I for one don't believe it had anything to do with sleeping in?

Hurricane



IN THE SPOT LIGHT



OVERVIEW

Handle: *Pyro*

My first bike was a : *Honda VT250 a real cute little bike. Bought that when I was 20 and Phoenix used to ride that with me.*

Since then I've owned: *M90 Boulevard which Phoenix rides with me*

Motorbike Clubs I've been in: *?*

My dream bike would be : *For me one up - a Victory Jackpot. For a two up bike for Phoenix & I - I like the look of the Cross Country or the Vision but being a cheapskate I'll probably just get a M109 Boulevard.*

Why join a social club like Steel Horses? *Well I'm not much of a people person, Phoenix is more of a people person. I joined to ride when she joined for the people she met and to be with her husband. What I mean by not a people person is I don't like crowds. I hate big groups. Steel Horses was a fairly new and small club which was appealing to me. It's the members that make a club and I think that we chose wisely when we joined Steel Horse*

7. How often do you ride? *At the moment only on weekends. I used to ride to work but I have a company car now so I really miss the commute to work.*

Why did you become a ride captain? *Well after much convincing from Steiny I decided to have a go. I'm not good with directions. I tend to get lost a lot so I was worried about being out in front. But after a year, I really enjoy it. I do appreciate all the work that goes into being a ride captain and wanted to do my bit for the club. I believe everyone should try it at least once so you can understand the process and how much effort goes into it.*

Up and Close with Pyro

Just thought I'd give you a little history on myself. I started riding at age 20. My first bike being the VT250. I rode that one for 6 months without a license and very luckily never got pulled over. Phoenix and I used to ride on weekends. My most fond memory of this bike was when leaving Phoenix's parents home one night I was parked behind her car. We were leaving at the same time but as Phoenix was reversing out she didn't see me and backed straight into my bike while I was on it. Her family came running out thinking she had killed me. To this day I still think this is funny.

After a year I needed a bigger bike. So along came the GPX 750 – that was a nice bike. We were living at Coorparoo and one day Phoenix witnessed a motorcyclist be taken out. So that was the end of the bike! It had to go. It took another 10 years before I got the next one and that was the CBR1000. I loved riding the Honda but never once thought of joining a club and riding with other people on the weekend. I rode every now and again with the few people I knew with bikes but never felt comfortable with them. I had the Honda for about 6 or 7 years. I liked the fact the bike was very fast. You could be at 160 km before you knew it. It was way too quick for me. Getting on in age I thought it was time to change styles. I looked at Cruiser bikes for over a year trying to decide what I liked. I came close to buying a Vulcan but the M90 won me over. After spending what

to me is a small fortune I decided I needed to use this bike more often and searched to join a club. My first ever. Before joining Steel Horses I read the newsletters on the website and also checked out other so called social clubs for about a year before making my choice. I bought my new bike and the first month I called and joined a South ride. I originally only planned to ride once a month but I enjoy riding this bike so much I literally live for my Sunday ride. The whole time I owned the Honda I only did about 15,000 km on it. I've only just owned the Boulevard for 3 years and we're already pushing 60,000 km. What I love most about my new bike is that my wife rides with me. I'm happy riding from dawn to dusk. Hence the reason why my rides are long. I have done a few mods to make the bike more pillion friendly with a new seat, a nice back rest and floor boards. I know Phoenix likes the Goldwing's comfort so I have to try to soften up my ride. When we joined the club we needed ride names, this is where our kids came in. We used to go camping a lot when the kids were little and I love a good bonfire so Pyro was born, and a Pyro needs a hot chick so hence Phoenix my fire bird. I never travelled much before but love the two day runs and the four day ride two years ago, and I personally can't wait for the G.O.R run in October. Its a shame the girls are not meeting us but its a once in a life time trip so count me in.

Pyro . Light Em Up.



HERE. HAVE A BAND-AID

Published on June 2nd, 2014 by Eva Cripps



People are fixated with fixing things. A motorcyclist will fix a brand new bike by replacing the fender eliminator with something tidy. Or spend hours polishing shiny bits to get extra shine. And the Victorian Government intends to fix the problem of Learner motorcyclists killing themselves by adorning them in fluorescent garb.

Saving lives is an ambitious goal. But there is no altruism here. And it will fail.

The government does not care about people dying. If it did, it would spend millions on suicide prevention, millions on stopping people accidentally falling. In fact, it could save thousands of people if it simply banned booze, ciggies, fat people and stress.

But people killing themselves in the privacy of their homes means nothing to the government.

What it cares about is people killing themselves in public.

Quite simply, it makes them look bad.

And it costs them money; lots of money, that could be put to better use, like politician pay rises and consultants.

Of course every road trauma death is sad for the family involved. But there are thousands of other avoidable deaths that don't make the front page of the news media and don't warrant announcements and public comment from our elected representatives.

In 2012 alone, 28,000 people died from diseases caused by drinking, smoking, obesity and stress. A further 8,000 deaths were caused by cancers from cigarettes exposure. Preventable diabetes killed roughly 7,500 people.



Go on. Have another burger.

2,535 people committed suicide in 2012. 1,997 killed themselves in accidental falls.

And 1,303 people died on Australian roads.

That is right. Of these 48,032 preventable deaths in 2012, only 1,303 were from crashing. It seems somewhat absurd that the government would put so much emphasis on this thing called 'road safety'.

But of course the government isn't interested in people. It is simply interested in lowering its costs, and bringing in revenue. Alcohol, cigarettes and fast food can be taxed. Stress? You're doubly taxed on that, through your income and then through booze, ciggies and food that you take to make yourself feel better.

Of course you're also taxed on the roads. But for some reason, all the amount of revenue-raising simply isn't stopping this problem of people dying and it is costing the government money.

Every time someone's loved one publicly smears himself across the bitumen, the government is reminded of its failure.

And so more 'road safety' rhetoric spews forth from the government spin doctors. And even more ludicrous Band-Aid solutions are introduced. Speed limits are lowered, barriers are erected, new offences are created. Vests-of-visibility are introduced.

But people are people. And no matter how hard it tries, the government will never fix people.

We are not perfect. We make mistakes.

No amount of fancy electronic gadgetry and brightly coloured garb will stop cars and motorcyclists colliding because as leading expert, Paul Varnsvery stated to the Victorian Inquiry into Road Safety Committee in 2011, it makes not an ounce of difference if people aren't looking in the first place.

A driver will avoid a truck, a dog and probably a brick on the road, before they will see a motorcyclist. We are simply nothing to them. And no amount of government-enforced visibility mechanisms will change this.

What will stop motorcyclists dying is not crashing.

Sounds simple. And it is.

Riding a motorcycle is a choice, the same as eating a nice big greasy burger for lunch or having a \$3000 bottle of Grange with dinner.

When you make a choice to ride a motorcycle, you choose to take responsibility for yourself. You make that decision to do what you can to protect yourself.

You cannot control other people. You cannot control the environment.

Motorcyclists are responsible for killing themselves and they alone can fix that.

But why would Governments not implement

every measure possible, no matter how remote the effectiveness may be, to help protect the people?

Because until motorcyclists realise they alone are responsible for their safety, they will continue to crash. Sure improve infrastructure and engineer better roads, but the world cannot be fully insulated.

You cannot envelop the environment in soft, cushiony foam to stop people hurting themselves. You cannot eliminate every risk. Move one pole, and John will pulverise his internal organs on another. Fix one pothole and just around the bend, Bob will hit another, lose control and dismember himself on a passing 4WD.

And it won't matter if Sarah is wearing a fluorescent yellow vest with reflective strips, Mavis will still plough into the side of her at the traffic lights, because Mavis won't be looking.

Band-Aid solutions will not stop people dying.



"I didn't see the car!"



"Looks like he locked the front up."

Not crashing in the first place will stop people dying.

And motorcyclists themselves must take responsibility for this. Not the Governments. Motorcyclists.

The government isn't interested in properly training and educating road users. It isn't interested in legalising common-sense safe practises like filtering. They are already overflowing in revenue from the population's failure to abide by proscriptive and ridiculous rules. In fact, they refuse to change road rules that are unsafe, impractical and in some cases, impossible to comply with.

And in Victoria, new riders, hampered by inexperience and inadequate skills, will feel protected enveloped in fluoro. They feel safe in the knowledge they 'will be seen', while they are simultaneously slammed into concrete bollards and crushed beneath the wheels of trucks.

A zero road toll is unachievable and unrealistic.

It is not pessimism. It is not defeatist.

It is simply reality.

This hi-vis nonsense, this absurdity that riders should be dressed as shining beacons of light at all times of day, is evidence of a lazy, incompetent and selfish Government that has failed.

And no doubt inexperienced learner riders will be hit with claims of contributory negligence when a driver fails to open their eyes and hits them, in a pathetic attempt by the Government to reduce its costs.

A Band-Aid has never fixed a scraped knee.

And these Band-Aid solutions will not stop people crashing and killing themselves.

The government and safety-crats simply cannot eliminate every perceivable danger or risk on the roads to keep you safe. And while they try, by creating more offences and requirements, strictly enforcing even more road rules, the government budgets a guaranteed revenue stream from the people.

Quick-fix, feel and look-good measures will not save lives.

Band-Aids fix nothing.

Indian
MOTORCYCLE

INDIAN® CHIEFTAIN™





STYLING

The Indian Chieftain is the top-of-the-range model. Like all the Chief models, it has acres of luscious chrome, leather upholstery and deep paintwork in either traditional blue, fire engine red or black. The Indian logo is painted on the tank, stamped on the front stem, engraved on the side casing, etched on the brake reservoir and, of course, there is the warhead on the front fender.

With its deep valanced fenders and removable tasseled upholstery, there is no doubting this is an indian in the finest traditions of the 112-year-old brand. Even the engine has that old side-valve look and “knucklehead” rocker covers. Everywhere I took the Chieftain, it provoked second looks from passersby who may or not may not even know what it is. Drivers pulled alongside for long gazes on the highway and other riders gave it the thumbs-up. Build quality is superb with minimal and matching panel gaps, quality controls and a feel of genuine craftsmanship.

TECHNOLOGY

It may not be riddled with technology like some modern bikes, but there is more than enough here to entertain and keep you safe and happy. The instruments feature a comprehensive amount of information such as tyre pressures, ambient temperature, gear indicator, clock, trip meters, odometer, service alerts, etc. You can toggle easily through the info with a switch where a passing light is often located. There is another switch on the right bar for more navigation through the controls and modes of the audio system, plus a rubber switch on the left for volume, mode and track/station selection.

Next to it is the switch for the windscreen which adjusts the height by 10cm in five seconds. Even at its lowest there wasn’t a lot of buffeting and I could just see over the top in its lowest position. At its top, there was no buffeting and little wind



noise. However, it does reflect the chrome on the fuel tank right in the centre of your field of vision. It was distracting at first, but after a while I ignored it.

The entertainment system includes radio, Bluetooth and a USB connection in a secure and waterproof housing on the right fairing. It will also power your player or iPhone and there is an extra 12V plug on the left of the instrument panel for a GPS or CB. I used the Bluetooth and played music through the speakers when it was dry and I could have my visor up. When it rained and I put my visor down I chose the headset option and listened to music in my helmet. I like the convenience of the bike’s speakers, but the sound quality is not great.

The cruise is easy to operate and it works well, even though it’s on the right switchblock rather than the left. The Chieftain comes with a keyless fob that you can keep in your pocket. To start the bike, hold the ignition switch for a couple of seconds, hit it twice, or hit the switch on the centre of the fuel tank which turns on the electrics, then hit the ignition. Below the “on” switch on the fuel tank is a pannier lock/unlock switch to quickly secure your luggage.

ENGINE

The heart of the Indian Chieftain is the powerful and refined 111cc Thunder Stroke engine. Start it up and there is no initial thump or mechanical noise, just a gentle rumble at idle. Blip the throttle, which feels a little elastic, and it revs quickly and freely. This translates into rapid acceleration in lower gears. It really comes alive, though, at 4000 revs without feeling rough or raucous. However, you don’t have to use the gears to keep it in a sweet rev range for overtaking, just roll on the throttle in just about any gear. At 100km/h in six it is purring at 2250rpm from where you can accelerate sweetly without having to drop a gear or two as it is geared lower than its American cousins.

While the engine is quiet, the fairing and screen echo a little bit of engine rumble, valve rattle and transmission whine back at you. The exhaust noise is almost non-existent until you hit high revs and then it sounds very macho. You can get aftermarket tailfin pipes which have a very macho note.

On my 1500km test, it achieved 5.7L/100km fuel economy which is pretty good for a bike weighing almost 400kg and being ridden hard at times on country back roads. On the highway, it sipped fuel at just 5.2L/100km and on a hard run it never went much past a low 6L/100km.

TRANSMISSION

The gears are positive but not too clunky. I found that you could totally get rid of any clunk on changes if you preload the gears by putting some pressure on the lever before you engage the clutch. There is a gear indicator on the instruments but you will usually just whip up through the gears using the huge amounts of torque. It comes with belt drive which doesn’t have any snatch or noise.



HANDLING

Ride is pleasant and composed. No crashing through the bumps, wallowing through the bends or steering vaguely into corners.

With a sharper steering angle on the Indian Chieftain it is a more precise steerer than the other Chief models, although it’s not as accurate as the Harley Touring models. Clearance is surprisingly high, but you will scrape the floorboards, some exhaust pipe and some chassis when you get aggressive.

Some potholes caused a bit of bump steer from the 46mm forks which are a bit slimmer than on the Harley Touring models. The flexible bars also bounce and vibrate over harsh bumps. However, there is none of the high-speed weaving or side-to-side buffeting you get from some half-faired bikes with fork-mounted fairings. The wide beach bars also give you a good grip on the bike and help to keep things stable at high speed. If you don’t like the wide bars, you can get accessory bars that also come with the same discrete internal wiring as the standard bars. Those big bars also make tight, feet-up turns easy, if a little physical.



COMFORT

At one stage, I rode from a full tank to the “low fuel” light – about 300km – without stopping and didn’t feel any discomfort at all. The genuine leather seats on the Indian Chieftain are plush and comfortable, although the brown leather on the Vintage is a little softer. The low 660mm rider’s seat narrows at the front making this suitable for people of most heights.

On the press launch last year I felt the cockpit might be a bit cramped for tall people, but I was wrong. Reach to the floorboards is generous and there is plenty of room to move your feet around. Even at 187cm tall, I could put my legs out straight with my feet propped against the chromed engine protection bars. Pillions will also find the foot pegs are a generous length from the wide and plush perch.

Reach to the bars is just right for me and my injured upper back. Cruise control allowed me the luxury of being able to relax my right hand, although the wide grips don’t cause cramp.

In hot weather, the rear valve cover gives off a lot of heat in your crotch and on the backs of your thighs. It’s uncomfortable in traffic, but on the highways it blows away. In the cold and wet it just provides that little bit of extra comfort.

VERDICT

On long days in the saddle you will appreciate the comfort and performance of this long hauler. Ride the Indian Chieftain all day and into the night with a wide spread of bright light – you’ll never want to stop.

Price:	\$35,995
Warranty:	2 yrs, unlimited km, roadside assistance
Service:	800/8000k, or 12months
Engine:	air-cooled 1811cc Thunderstroke 4-valve V-twin
Bore x stroke:	101 x 113mm
Compression:	9.5:1
Torque:	139Nm
Transmission:	6-speed, wet multi-plate clutch, belt drive
Suspension:	46mm telescopic forks, 119mm travel; single rear shock, 94mm travel
Brakes:	300mm floating discs (twin front, single rear), ABS
Tyres:	130/90B16; 180/65B16
Wheels:	40-spoke 16x3.5, 16x5
Seat:	660mm
Wheelbase:	1668mm
Length:	2570mm
Wet weight:	385kg
Fuel:	20.8L tank, ULP
Fuel economy:	5.7L/100km (tested)



Event Calendar 2014

Meeting Points

South
Exit 38 Yatala
Jak
0402 263920

North
Caltex Servo Castledine
Hurricane / Grumpy
0406 383306 / 0418 793062

West
McDonalds Goodna
Pyro
0413 905141



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.





2014 Calendar



What really goes on at the photo shoots?

June

Sun 1	South Mullumbimby, Montecollum, Rosebank, Channon, Koonorigan, Nimbin (for a smoke), Blue nob, Kunghur, Murwillumbah, Tweed heads, Coomera
Sun 8	West Amberley, Laidley, Ma Ma Creek, Leyburn (Lunch ñ Shane Webke Pub), Allora, Cunninghamís Gap Aratula, Willow bank (360km)
Sun15	North Pomona, Nambour connection Rd and Steve Erwin Way, Home (255km)
Tues 17	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 22	South POKER RUN
Sun 29	West Amberley, Rosewood, Grandchester, Forrest Hill, Gatton, Esk, Atkinson Dam, Fernvale (Lunch), My Glorious, Mt Nebo, Gap (265km)

July

Sun 6	North Riders Choice
Sat 12	
Sun 13	South Christmas in July (Boots)
Tues 15	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 20	West Fernvale, Lowood, Atkinson Dam, Esk, Hampton, Murphyís Creek (Lunch), Forrest Hill, Laidley, Rosewood, Yamanto (300km)
Sun 27	North Buderim, Bli Bli, Moolah Valley, Home (310km)

IMPORTANT DATES Motherís Day 1st May.

August

Sun 3	South Yatala, Canungra, Advance Town, Murwillumbah, Tweed Heads, Home (250km)
Sun 10	West Springfield, Greenbank, Jimboomba, Beaudesert, Kerri, Grades Creek (Lunch) Summerland Way, Moogerah, Boonah, Peaks Crossing (350km)
Sun 17	North Bald Knob, Mapleton, Noosa Heads, Mango Hill (275km)
Tues 19	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 24	South Yatala, Mt Nebo, Mt Glorious, (coffee), Fernvale (Lunch), Black soil. (Sarge)
Sun 31	West Riders Choice

September

Sun 7	North Mt Nebo, Samford, Woodford, Pea Chester, Mango Hill (260km)
Sun 14	South Beaudesert, Kerry, Rathdowney, Mt Alford, Kalbar, Roadvale, Home (224km)
Tues 16	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sat Sun	
20 & 21	West AGM Weekend away
Sun 28	North Dayboro, Maleny, Wild Horse Mountain, Mango Hill - 240km

October

Sun 5	South Yatala, Beaudesert, Lions Rd to Kilcoy (Lunch), Mt Lindsay to Rathdowney, Greenbank, Home
Sun 12	West Springfield, Greenbank, Jimboomba, Mudoolin, Beaudesert, Kerry, Gradyís Creek (Lunch), Summerland Way, Boonah, Peaks Crossing (350km)
Sun 19	North Pea Chester, Kenilworth, Ridgewood, Bororen Point, Noosa Ville, Mango Hill (320km)
Tues 21	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 26	South Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home

IMPORTANT DATES
Father's Day 7th September
AGM 21st – 22nd September
Queen's Birthday 6th October

November

Sun 2	West
Sun 9	North Kurwongbah, Wamuran, Elimbah, Nambour, Mango Hill 9230km) (232km)
Sun 16	South Riders Choice
Tues 18	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 23	West Woolloowin, Rosewood, Moogerah, Cunninghamís Gap, Rathdowney, Boonah, Peaks Crossing (375km)
Sun 30	North Samford, Mt Nebo, Mt Coo-tha, Kahlo, Fernvale, Mt Glorious (190km)

December

Sun 7	South Yatala - BBQ Mt Coo-tha via Peaks Crossing and toll roads
Sun 14	West
Tues 16	MEETING Lord Stanley Hotel - Gabba 7.30pm
Sun 21	North Petrie, Mt Mee, Woodford, Gregor Creek, Esk, Mt Glorious, Samford (265km)
Sun 28	South Beaudesert, Kerry, Rathdowney, Mt Alford, Kalbar, Roadvale, Home (224km)

THE CLUB WEBSITE IS AT:

steelhorses.com.au

(steel horses dot com)

January 2015

Sun 4 **West** Redbank, Kalbar, Moogara, Barney View, Woodenbong, Granville, Rathdowney, Beaudesert, Home (lots)

Sun 11 **North** Around the Dams via Woodford, Esk and back over Mount Glorious Rd returning via Eaton's Crossing Rd.

Sun 18 **South** Riders Choice

Sun 25 **West** Fernvaler, Esk, Hampton, Crows Nest, Yarraman, Backbutt, Sommerset, Mt Iorious, Mt Nebo, The Gap, (375km)

IMPORTANT DATES

Grandparents Day 2nd Nov
Christmas day 25th Dec
Boxing Day 26th Dec
New Year's Eve 1st Jan

FOR SALE



9/2009 Kawasaki Vulcan 2000 cc

17,000 km One owner.

In excellent condition, full service history, many extras, never been dropped, great for cruising, heaps of power. selling to downsize to a smaller bike.

Six months rego, new front tyre, rear very good, safety certificate.



\$15,250.00
negotiable

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Mob. 0422 741 969
(A mechanic friend of Steiny's)

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MENS SHORT SLEEVE T- SHIRT:

Black Or White – Sizes S to 5XL or Yellow S to 3XL

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Price \$15.00 each

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Black only with print on sleeve – Sizes S to 3 XL

\$50.00 each

UNISEX LONG SLEEVE T-SHIRTS:

Black, White and Navy with print on sleeve – Sizes S to 3XL

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Black or White only – Sizes S to XL (8 To 14)

\$15.00 each

LADIES T - SHIRT:

Black, White, Yellow, Red and Light Blue – Sizes S to 2XL (8 to 16)

\$15.00 each

LADIES V-NECK T-SHIRT:

Black, White, Red and Light Pink – Sizes S to 2XL (8 to 16)

\$15.00 each

STUBBIE COOLERS:

Fluro - Yellow, Green, Gold, Orange and Pink. **\$5.00 each**

How to wear your patch and insignia

STEEL HORSES PATCH PLACEMENT

