

The Steel Horse

Official Newsletter of the Steel Horses Cruising Motorcycles Social Club Inc

December 2014

Volume 7 Issue 11

Rowdy's Rant

December
2014

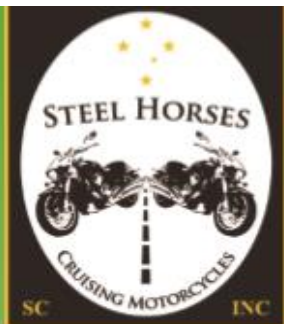


Rowdy was not aware this newsletter was being produced so his rant for this month was not prepared. However he tells me that the January Rant is going to be a BOOMER and you will enjoy the read.

Our President has asked that we pass on his best wishes for the season to everyone. (The editor)



THE CLUB WEBSITE IS AT:
steelhorses.com.au
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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.



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

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Sarge's Slant

There are changes coming to the State Road laws regarding motorcycles. As these are very new the following data is an extract directly from the Department of Main Roads – Queensland that details the changes that are being implemented to road rules that effect riding of motorcycles on Queensland roads.



Queensland Government

Department of Transport and Main Roads

You are here: [Home](#)> [Safety](#)> [Queensland road rules](#)> [Upcoming changes to road rules for motorcycle riders](#)

Upcoming changes to road rules for motorcycle riders

A number of changes to road rules affecting motorcycle riders in Queensland will commence in early 2015. The changes were proposed in the Motorcycle Discussion Paper: Road Rules for Motorcycle Riders, released earlier this year, and are related to lane filtering, motorcycle control and motorcycle helmets.

Please note that the current rules and penalties for riding a motorcycle in Queensland will remain in place until the changes commence in early 2015.

Reasons for the road rule changes

Motorcycle riders, motorcycle associations and members of the general community have frequently asked for clarification of the rules for lane filtering and other motorcycle related issues encountered in everyday riding.

The discussion paper and accompanying online survey were released for community feedback for a 6-week period in mid-2014.

The 3 topics considered in the discussion paper were:

- introducing lane filtering
- simplifying motorcycle control rules
- broadening the approved motorcycle helmet standards.

Over 9,000 responses to the Discussion Paper were received, with the majority of respondents indicating support for the proposed changes.

The changes to rules for motorcycle riders are based on a review of this community feedback, road safety research and practices in other jurisdictions.

These new rules will only apply in Queensland. Motorcycle riders riding interstate should check the relevant rules with the relevant licensing authority.

Lane filtering

Lane filtering is riding a motorcycle at low speeds between stationary or slow moving vehicles travelling in the same direction as the rider. It is often already practised by motorcycle riders in Queensland, especially when traffic is congested, however they run the risk of breaking various road rules when doing so, such as not staying within a marked lane or changing lanes without signalling.

New lane filtering rules for Queensland

Commencing in early 2015, motorcycle riders with an open RE or R motorcycle licence will be allowed to move between lanes of stationary or slow moving vehicles travelling in the same direction as the rider, provided they are not travelling at more than 30km/h and it is safe to do so.

Learner and provisional riders will not be allowed to lane filter because of their relatively limited on-road driving and riding experience.

If done safely, lane filtering may ease traffic congestion for all road users, allowing motorcycle riders to move quickly and safely away from congested traffic.

Lane filtering safely

Motorcycle riders will be prohibited from lane filtering in school zones during school hours.

Motorcycle riders will be advised to always look out for pedestrians and cyclists when lane filtering. It will also be recommended that a motorcycle rider should not lane filter near heavy vehicles or buses due to the safety risk as drivers of heavy vehicles and buses may have trouble seeing motorcycles.

Riding on road shoulders and kerbside

On major roads, such as motorways and freeways where the speed limit is 90km/hr or more, a motorcycle rider who holds an open licence will be allowed to ride past stationary or slow moving traffic at speeds not greater than 30km/hr on the road shoulder (the sealed area of a road to the left or right of an edge line). A motorcycle rider will be required to give way to cyclists or motorcycle riders already on the road shoulder. Riding on a road shoulder will not be allowed on roads with lower speed limits where there may be more pedestrian activity and it may pose a greater road safety risk to pedestrians.

To ensure pedestrian safety, lane filtering will only be allowed between lanes of traffic and not between a vehicle and the kerb.

Motorcycle riders in bicycle storage areas and bicycle lanes

Motorcycle riders will be allowed to enter bicycle storage areas (the areas of road close to an intersection with traffic lights that allows cyclists to wait in front of vehicles stopped at the intersection, and usually painted green with white bicycle symbols). This will allow them to move quickly and safely away from traffic.

Motorcycle riders are **not** allowed to ride in bicycle lanes in normal circumstances and this will not change. However, all vehicles, including motorcycles, can travel for up to 50m in a bicycle lane in various special circumstances, such as to stop or park in the lane, to enter or leave a road, or to avoid an obstruction.

Lane splitting

Lane splitting is a term sometimes used for riding a motorcycle at speed through moving traffic. The higher speed increases the unpredictability of motorcycle movements and so would increase the crash risk for the rider and other road users, including pedestrians and cyclists. In Queensland lane filtering at over 30km/hr will be prohibited and penalties will apply.

Penalties for breaking lane filtering rules

Commencing in early 2015, an offence for breaking lane filtering rules (such as lane filtering at over 30km/hr or in a school zone during school zone hours) will be introduced, with appropriate penalties.

The current rules and penalties will remain in place until the changes commence in early 2015.

Lane filtering elsewhere in Australia

New South Wales has already introduced lane filtering following a trial conducted in Sydney in 2013, and the Australian Capital Territory has announced a 2-year trial of lane filtering commencing in February 2015. Motorcycle riders should note that the rules in these and other jurisdictions differ from the Queensland rules. Before riding interstate, motorcycle riders should check the relevant rules with the licensing authority in any jurisdiction where they are riding.

Motorcycle control

New rules for controlling a motorcycle

Currently, the rider of a motorcycle that is moving or stationary but not parked must sit astride their seat facing forwards and ride with at least one hand on the handlebars. When the motorcycle is moving they must keep both feet on the footrests. These rules can cause practical difficulties for motorcycle riders.

From early 2015, these strict rules about how a motorcycle rider must sit and where they have their hands and feet will be removed, allowing motorcycle riders to, for example, remove a foot from the footrests to stretch a leg or raise themselves from the seat when riding on uneven road surfaces.

Motorcycle riders will still be required to be astride their seat, meaning that they must have one leg on either side of the seat when riding.

Penalties will continue to apply to ensure that motorcycle riders have proper control of their motorcycle, ride with due care and attention and do not operate their motorcycle dangerously.

Reasons for the changes

The strict rules about how a motorcycle rider must sit and where they must have their hands and feet were intended to give riders clear guidelines on how to control their motorcycle and also to prevent unsafe riding, such as stunt riding.

However these strict rules sometimes interfere with the everyday practicalities of riding a motorcycle. For example, a rider removing their feet from the footrests to reverse into a parking space, stretching a leg to avoid fatigue, turning their head to do a shoulder check or raising themselves from the seat when riding on uneven road surfaces may unintentionally be breaking the current rules.

There are broader laws in place about proper control of a motorcycle and not riding carelessly or dangerously that already prohibit unsafe riding, making these strict rules about where a motorcycle rider must have their hands and feet unnecessary.

What about pillion passengers

Some of the changes will also apply to pillion passengers from early 2015. They will still be required to be astride the seat and face forwards but will be able to raise themselves from the seat or stretch a leg without breaking the rules.

Penalties for breaking the motorcycle control rules

Penalties will continue to apply where motorcycle riders do not comply with the rules. If a motorcycle rider or pillion passenger breaks the new rules after they are introduced in early 2015, they may receive a fine of \$151. Broader laws will continue to be enforced to ensure motorcycle riders have proper control of their motorcycle, ride with due care and attention and do not operate their motorcycle dangerously.

Motorcycle control rules elsewhere in Australia

Different rules will apply in other jurisdictions about how a motorcycle rider must sit and where they must have their hands and feet. Before riding interstate, motorcycle riders and pillion passengers should check the rules with the licensing authority in any jurisdiction where they are riding.

Motorcycle helmets

New rules for motorcycle helmets

Currently, motorcycle riders on Queensland roads are required to wear a helmet that complies with Australian standard AS1698 or AS/NZS1698. From early 2015, the range of motorcycle helmets approved for use in

Queensland will be expanded to include those complying with the United Nations Economic Commission for Europe (ECE) 22.05 standard.

Reasons for the changes

For road safety reasons, all motorcycle riders on Queensland roads must wear an approved motorcycle helmet securely fitted and fastened on their head. Restricting available helmets to those that meet Australian standards limits the range of helmets available and sometimes the sizing is unsuitable, particularly for people with larger heads. Helmets meeting ECE standards have a similar safety record to those meeting Australian standards, so from early 2015 the range of helmets approved for use in Queensland will be expanded to include those that meet the ECE 22.05 standard.

What about motorcycle passengers

Pillion and sidecar passengers will also be able to wear helmets complying with the ECE 22.05 standard in addition to helmets complying with the Australian standards.

Buying a helmet meeting the European standard

Australian consumer law currently restricts the sale of helmets in Australia to those that comply with Australian standards so it would be an offence for a retailer to sell other helmets. However, Queenslanders will be able to legally buy helmets meeting the ECE 22.05 standard through international online retailers or if they are travelling overseas.

Penalties for breaking the motorcycle helmet rules

A fine of \$341 and 3 demerit points will continue to apply to motorcycle riders or passengers who break the motorcycle helmet rules. Double demerit points still apply for second or subsequent offences within a 12-month period of failing to wear a helmet.

Helmet labels and stickers

To make sure the helmets meet the ECE 22.05 standard and to support enforcement activities, helmets approved under the standard will be required to display a label certifying compliance with the standard. The regulations governing the ECE 22.05 standard currently require the display of such labels (for example, a sticker on the outside of the helmet or a stitched label on the inside of the helmet).

Helmet standards elsewhere in Australia

Currently other Australian states and territories only allow helmets approved under Australian standards, although some jurisdictions are reviewing helmet standards. Motorcycle riders and passengers should be aware that after Queensland has expanded its helmet range in early 2015, it will still be an offence to wear a helmet approved under the ECE 22.05 standard when riding in other Australian states or territories.

Last updated 26 November 2014

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Queensland Government (<http://www.qld.gov.au/>)



from the Coordinator's Desk



The Report

Hi All

Another year older for our Club and the past year has been exceptional in respect to the number of rides and events that we have all enjoyed. I am in the process of preparing the new Ride Calendar to commence in February 2015 and I am working with the various ride Captains to finalise the details of their respective rides for the next year.

I want to take this opportunity to thank ALL of the ride Captains for the effort they have put in over that last 12 months and remind everyone that without their dedication and effort we would not have a productive and effective riding Club to enjoy.

I hope everyone enjoys the December meeting as we have arranged some platters of food to share in the break just to make the last meeting of the year a little different.

Merry Christmas and all the best for 2015

Sugar



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.



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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)

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** Fernvale, 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



2014 Calendar

What really goes on at the photo shoots?



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Merchandising



MENS SHORT SLEEVE T- SHIRT:

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

Price \$15.00 each

MENS SINGLET:

Black & White – Sizes S to 5XL

Price \$15.00 each

UNISEX HOODED TOPS:

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

\$25.00 each

LADIES SINGLET:

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)

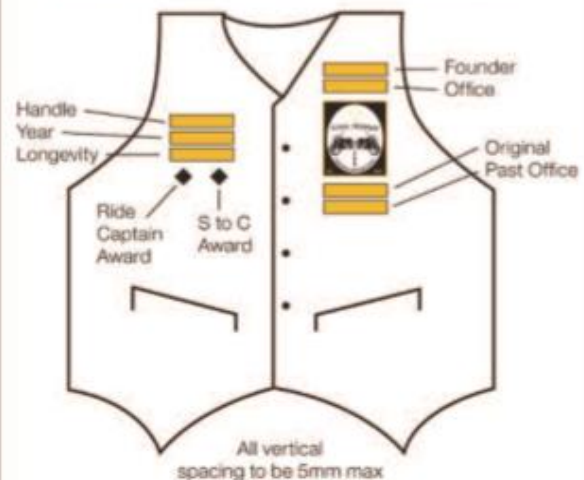
\$15.00 each

STUBBIE COOLERS:

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

How to wear your patch and insignia

STEEL HORSES PATCH PLACEMENT



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