

MEMBERS RIDE

ISSUE
03
MAY
2012

RIDE THE WIND

THE OFFICIAL NEWSLETTER OF SHADOW RIDERS AUSTRALIA



Stephen Coe (SteveC)

Member: 003

State: Queensland

Ride: 09 Shadow Aero 750

Mods:

- Fender tips
- Chrome edging on Tank and Guards
- Cobra Light Bar
- Cobra Radiator cover
- V and H Cobra Pipes
- Thunder Mfg Air filter
- Power Commander V
- K-Drive Bags
- Kuryakin Grips and Mini Foot pegs
- Mustang Rider/Pillion seat with adjustable Riders backrest
- Cobra Sissy Bar and Pillion backrest
- BibbleBar Touring Bag
- 6" extensions

Future Mods:

- Power adapter for a phone and TomTom

Dream Ride:

- Victory X Country
- OZ Trike 2 seater

I was born in West Brunswick some 57 and a bit, years ago and grew up in both Heidelberg and East Preston, - the northern suburbs of Melbourne.

I did my apprenticeship at Sidons Industries in West Heidelberg.

At just 17 I acquired my first bike, a Honda CB350 and I got my licence at Diamond Creek using my Uncle address at Yarrambat.

I rode everywhere for a couple of years until I realised it was hard to get a girl to go out with you on a bike so sold it off for a 69 Corolla.

I joined the Army in 1977 and



in 1980 I married the best girl in the world - 32 years later we're still going strong.

I retired from the Army in 1998 with the Rank of WO Class 1.

Throughout my Army years I didn't own a bike but I've now been riding again since 1998.

I got a road bike again in 2009, prior to which I rode a postie bike on the job as a



Mail Contractor.

Both Pam and I ride Shadows, hers is a Silver VT400, and we joined the SRA shortly after I bought the bikes. Early last year I planned to upgrade to a bigger bike but joy of riding my Shadow was too strong.

I now have a small fleet of rides consisting of four CT110's, an 87 CD250U, an 83 CB400, and our VT400 & VT400C Shadows.

Though somewhat out of my price range I'd love a Victory X Country or I could be persuaded to own an Oz Trike 2 seater with tourer Pack, long range tanks and a 2ltr Subaru Boxer linked to a 9" diff.

Note from the Prez

The past month has seen 17 new members join SRA. Our membership continues to climb with our numbers currently at 223.

Advertising space within our newsletter is being offered from now on free of charge to businesses who offer a discount to SRA members. All members should be mindful of this and where an opportunity exists to bring a supplier on board send us through the contact details and we will include them.

Louie Thefly's little dog Mooch joins our administrative team in the newly created role of SRA Mascot. Mooch has his own thread on the forum if you would like to ask for any hints and tips on how to get cuddles from beautiful people.

Please remember to view the items in our store. Mooch patches will soon be available to those who want to show their support for his new role.

Ride Safe,

Rusty.

Membership

QLD	77
NSW	38
ACT	2
VIC	55
TAS	1
SA	11
WA	30
NT	2
INT'L	7
TOTAL	223



this issue

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Pimp my Ride

In late April, international member Simmo posed a question about pillion seats. A few members seemed really interested and Simmo kindly shared his experience in building his own custom pillion seat.

What do you think of the stock pillion seat on the Shadow? It's about 200 mm wide. Now apart from your children under 14s, when did you know anyone with a bum that small? It's an amazing example of form over function.

My wife is a hardy soul, (she has ridden a Honda 110 "Future" for 70,000 Kms) and will sit there for over an hour before wriggling around a bit.

Does Honda think we are all single? Anyhow folks what are your suggestions?

The air hawk is a bit of an improvement, but the seat is too narrow I think. I see some aftermarket seats starting about \$600 to \$700. Has anyone got them, and what does their pillion think about them? Seems a lot of cash to me.

I made my own seat. It ain't pretty but it works. Ply wood base on a stainless steel bracket. The local up-



holsterer put two layers of 30mm foam, (fairly dense, from a good locally made mattress) It's the best foam we could find locally though I'm worried it might be a little firm in the long run.

It needed to be a little longer on the forward end to blend in with the riders seat a bit better. Its about the same height as the original maybe 10 mm higher, (because of the foam that was available)

Above is a photo of the sub frame, it was difficult to make because it's 2 mm SS-304.

Initial impression from my wife after 40 minutes ride along the seas side was it's much more comfortable.



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Speak to Kat or Luke and say Zorb sent you

Editors Note

Hi All.

Reviews from club rides being posted are a little thin on the ground lately. Not to say nobody has posted, but I haven't had any long enough to put into the newsletter. With the colder months coming, I expect the number of rides, particularly in the southern states, will begin to thin out so its all the more important that someone on each ride gets nominated to put a few words together and hopefully a few pictures too.

Remember this Newsletter is about you and your club. Helping to contribute accounts of club rides on the forum not only provides existing members with great updates on our fellow interstate members adventures, but also provides incentive for others to follow suit. You never know, there might be a potential member browsing the forum and your account of a ride gets them to join.

I'm also always after volunteers for the 'members Ride' section on the back page.

Showcase your ride and your customisations to the rest of the club. This month I volunteered our VP Steve Coe who kindly let me twist his arm. I'm sure there's a few of you out there who'd like to share the details of your pride and joy. Don't worry, it's painless, I just need a few pictures and I send you a few questions to answer so I can pull together the story.

Stay safe - KingHavok.



Tales from the road. Club ride in April.

Shane (aka Shane289) provides his account of the recent Black Dog Ride with the Victorian chapter.

The [Black Dog Ride 2012](#) was to raise money for Life-line, the Assembly point was Baccus Marsh for Victorian riders, Registration time was 9.30, cost was \$35 which included a little black stuffed dog named Winston, the rides mascot. I hooked up with George @ 7/11 on the Western hwy for Coffee, from there we headed to Baccus when all of a sudden George had disappeared from my mirrors. Turns out his newly fitted grip had come astray, not

the best thing to happen. We met up with Big Daz @ Baccus. Thanks to Daz who brought along some cable tie's so we could attach Winston to our bikes. the lions club was doing breaky Snags, Bacon & egg rolls & coffee. While waiting for the start we met up with some Shadow riders ,one who has since joined the group 'Hondapaul'. The ride left in stages as there was around 300 bikes, 1 lead rider followed by 40 odd the another lead

rider followed by another 40 odd and so on. Our ride was from Baccus Marsh to the town of Maldon, The sight of 300 odd bikes riding over the hills was amazing. Every little town all the kids from 2 to 99 came out to give us a wave. Once at Maldon the Lions club had set up a BBQ, lunch was \$10 including a drink. After a bit of meeting and greeting George and I Made or way Home via Castlemaine and Daz was



going back via Baccus Mash. But as things seem to be the norm these day George had once again disappeared from my mirrors, turns out his bike had been a little thirsty and ran out of

fuel (well almost, thank God for reserve). I had a very pleasant day and would like to thank George, Daz and the other 297 people



The winner of the April forum competition, as voted by the SRA admin, was MRC for his caption "This is the last time I buy motorbike clothing over the internet". MRC wins a tool bag and gloves from the SRA store.

The next forum competition is another photo comp. See the [forum competition section](#) for more details.

In Memoriam



Paul Michael Leahy

On April 6th 2012, Queensland chapter rider Paul Leahy passed away aged 36.

Paul lived in Toowoomba and is described by VP and Queensland state co-ordinator Steve Coe as "an outspoken individual who spoke with passion and conviction - I found him to be one of the good ones". Paul first rode with SRA during the ride for Queensland Flood Relief in Feb 2011. He was also member of the Range Riders MC, based out of Toowoomba, who decided to join us to find out any information that he could on the 2007 Shadow Aero that he loved. Paul is survived by his children Sarah and Alexander and his third as-yet unborn third child.

Paul's funeral was held on Tuesday 17th April, 1pm at the St Anthony's catholic church located in Harristown. A nice affair,



very simple but also considerate of the feelings amongst the 100 or so attendees. 12 bikes attended and riders were asked to escort the funeral entourage to the Toowoomba Garden of Remembrance where Paul's mortal remains were to be interred.

At the completion of the ceremony balloons were released by Paul's children while his brother fired off an Orange flare (his favourite colour) to help Paul on his way.



An arrangement of Flowers was sent by Steve, Pam and the SRA executive to Paul's surviving Family.

RIP PAUL

Safety

Avoiding Rear Enders.

The best solution is not to be hit from behind in the first place:

Watch the mirrors, slow down progressively using the brakes (rather than engine) so your brake light can give a warning.. Importantly KEEP checking the mirrors so you can be sure the vehicle behind is reacting. Tapping the front brake lever will strobe the rear brake light, making the bike more visible to approaching traffic. You'll need at least two parked cars behind you to provide a crumble protection zone.

When stopped, don't switch off but keep watching the mirrors. Consider keeping the brakes on, there's some evidence that automatics are involved in fewer rear end collisions because the brake lights are usually on at a standstill as the driver keeps a foot on the brakes.

Try to stop where you can be seen particularly if the queue isn't one you would normally find at that point (ie where there are roadworks with a temporary traffic control, or perhaps a broken down car is causing a queue). Don't stop just around blind turns or over a blind crest if you can avoid it. If I find such a queue and I can't stop where I can be seen I'll either filter past the queue or sit tight on the left where I'm least at risk of being hit (and can jump into the road verge!)

Don't sit right behind the car ahead either, if you sit back a bit you've a chance of moving up alongside if you realise the car behind isn't going to stop # I usually only shift to neutral when there is a car behind me that's stopped. # if you're stopped to turn right, don't sit at an angle to the road to make the turn easier - an impact from behind will push you into oncoming traffic . If you are in line with the road, it'll push you straight ahead. If the road is narrow, don't sit by the white line - you'll get vehicles squeezing past on both sides - not a safe place to be. Stop just right of centre of the lane and block it - vehicles behind will have to stop, but that's far safer than having someone doing 60kph clipping the end of your handlebar!

When you are slowing or stationary, the danger is BEHIND! Watch the mirrors even when you're stopped. - Scrap.