

THE STEEL HORSE

OFFICIAL NEWSLETTER OF THE
STEEL HORSES CRUISING MOTORCYCLES
SOCIAL CLUB INC.

APRIL, 2012

VOLUME 4, ISSUE 4

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ROWDY'S RANT!

Hi everyone and welcome to the April newsletter.

Most of you will be aware by now that our president, unable to give the time he felt necessary to fulfil the role, has resigned. New job opportunities come along rarely and need to be taken advantage of when they do. Thank you Boots for volunteering for the position at the AGM and for the work you have put in to date. Due to the time restrictions placed upon the club by the office of fair trading concerning the vacant presidents position, I have volunteered my services until the AGM.

At the MAY club meeting a motion presented to members to change some rules and by laws (guidelines) will be voted on, they will be circulated as the rules require 28 days before the MAY meeting, the motion will read something like this:

(a) The management committee position of GM be abolished and replaced with the position of "Founder". The Founder is Sarge, and the position will exist as long as Sarge is a member of the Association. If Sarge ceases to be a member of the Association, the President will assume the duties of the Founder.

(b) the rules and by laws (guidelines) be amended to incorporate 1(a).

A reminder to all members that the North meeting point has been changed and is now located at:

Gloria Jean's 1b/1754 Gympie Rd, Carseldine

The NORTH ride on the 29th April is now going to be the MRAQ information rally; this was discussed during a committee meeting recently and was deemed an event that Steel Horses should attend and be seen attending, not only as a club but as individual riders who are willing to stand for their rights. Some of your rights may be eroded by mandatory hi-visibility jackets, 0% alcohol and a 4 year life span on your helmet to name a few.

Meeting points are:

- South side – Calamvale hotel. Beaudesert Rd. Departs 9.30am.
- West – BP Warrego Hwy. Blacksoil inbound. Departs 9.30am.
- North – MacDonald's BP Caboolture southbound. Departs 9.30am or the Roma St. Forum. Roma St. Brisbane for 11am.

The 'Bollocks to Sawtell' ride lead by Sarge is drawing nearer, the ride will leave from the south meeting point (Yatala) at 9am. On the 5th of May. Returning on the 6th.

Destination is the Cherrabah resort, Warwick. Please contact the coordinator for information on accommodation etc.

Hope to see you all on the Poker Run soon,

Cheers,
Rowdy

SUGAR'S SPOT

Happy Easter! I hope everyone has enjoyed a marvelous holiday break.

I am looking forward to the Poker run this Sunday to raise some money for the Club and have a bit of fun as well.

If anyone is attending the MRAQ Information ride on the 29th of April please remember that it starts at the Calamvale Hotel leaving at 9am sharp. Please let me know if you are going to attend this ride so that I can make sure that we all ride together as a Club as it is very important that

we are seen to be a Club for these public events.

Don't forget that it is very important to be informed of the intentions of our Governments to regulate something that we all enjoy so please make the effort if you can.

The raffle this month is donated by Steiny, BIG thanks Steiny. Don't forget that our weekend away is the 5th May only a few weeks away. So get ready to PARTY!

I am still keen to hear of any social events that you would like to have

included in our Event Calendar for the rest of the year.

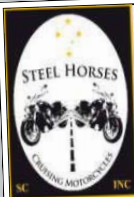
I hope to see you all on the Poker Run and or the Information Run or at the very least our next meeting.

Buy for now,

Sugar

PS: Sarge really needs his Sugar because without me to tell him where to go he turns up at the wrong meeting points. I will tie a note to his handle bars!

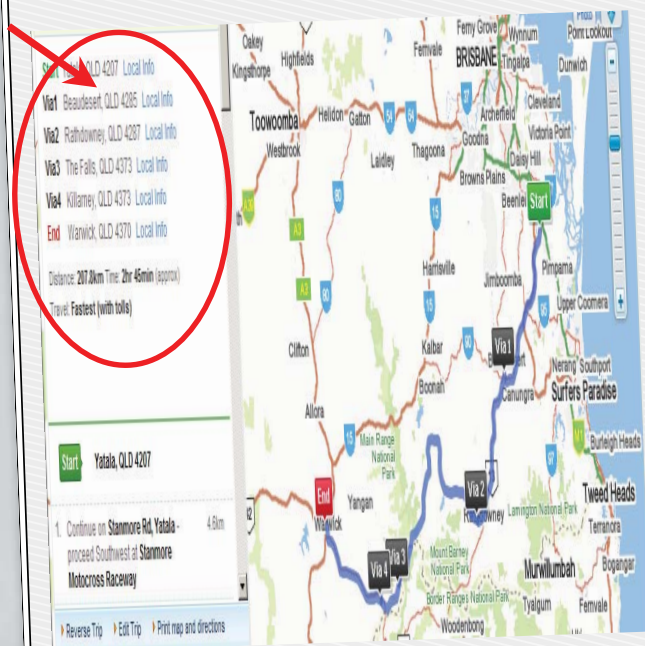




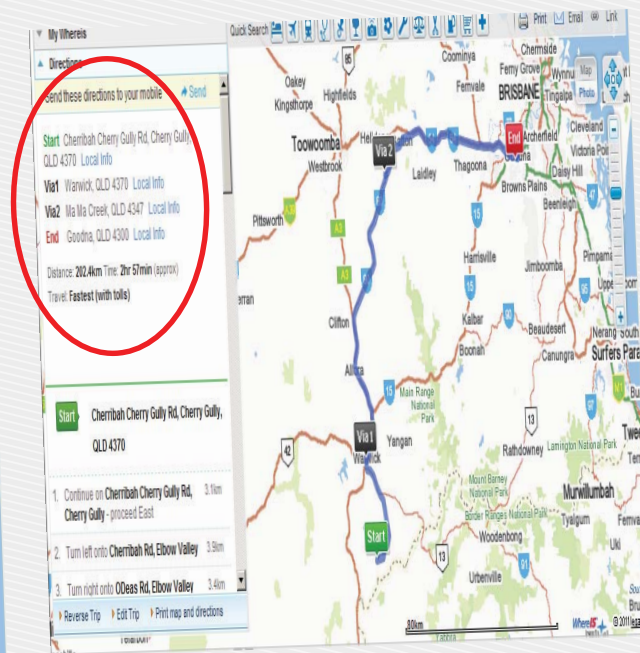
SOUTH WEEKEND AWAY MAY 5th and 6th 2012 BOLLOCKS TO SAWTELL



DAY 1: 9am start at Yatala meeting Point



Day 2: Finish at Goodna



Cherrabah Resort

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Cherrabah Resort
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Warwick
Queensland 4370
Australia

[VIEW MORE WARWICK CAMPSITES](#)

NUMBER OF ROOMS : 58

[MAKE AN ENQUIRY](#)

[VIEW CONTACT DETAILS](#)

Rates: \$125 per person or \$250 per Couple. Includes Breakfast and Dinner. Does not include drinks but the Bar is licensed!

NORTH RIDE REPORT

Saturday, 7 April 2012.

Members who attended: Hurricane, Luck J, Pryo & Phonix, Boots & Lace, Yogi, Grumpy and Sarge. Visitors who attended: Mark White and Rob Cameron.

Finally we had excellent weather for the north ride, in fact it was probably perfect riding conditions. The new north meeting point proved a success, with one exception!!! the funny thing about that was - his wife is the ride coordinator - thanks for the laugh Sarge!! (yes he went to the old meeting point).

The route was 'mostly' as planned, up the highway and through to Montville, then onto Cooroy and lunch at Tewanin. I recall Boots saying how many times he has been up Montville way and that he never gets sick of the scenery. Due to Boots' bike troubles and the time delay that resulted we decided to travel back down the Sunshine Highway to the finish at the Caboolture BP. (300km approx.)

Boots mechanical troubles - I was going to talk about this but I think Steinys email sums it up, so I have included it in my ride report:

Email from Steiny

Just had a lovely letter from Lace saying what a fantastic day she had. It was a real muck up day with poor old Boots having trouble with his bike. After a lot of diagnosing, checking and head scratching, it ended up being a cactus battery. After we finally "hollered for a Marshall", we got under way much, much later than we anticipated (three hours), but the main thing was, we stayed together, as a team.

I couldn't explain to myself why I seemed to particularly enjoy today's ride as much as I did, but when I got Laces letter, she put it in a nut shell for me. Laces letter will be in the next newsletter, and I defy anyone to tell me she is wrong.

Another days ride with just the greatest bunch of people.

*Cheers,
Steiny*

It was a long day, probably 10 hours for most of us, but the weather, scenery and mateship made for a great day out.

Regards
Hurricane



Letter from Lace!

Just got home from a day out on a north ride. It was a great day in my book, which is really saying something as I usually only rave on if pancakes are involved. (Sarge take note). What made it great was the way the members of the club stuck it out for three hours waiting with us while we got a battery replaced in our red bike. There was lots of discussion initially as to the correct diagnosis, then a couple of trips to the shops in search of a solution. Finally, and a whole lot of time later we "hollered for a Marshal". Taking in the scene which included a lot of male bonding, discussing and comparing who had what bits painted, trimmed, replaced or extended - on their bikes - was not as impressive as the camaraderie witnessed. As we finally rode off I had a strong sense that we really are made of steel.

Lace

NORTH RIDE REPORT

Sunday, 18 March 2012.

The following members attended:

Hurricane (Ride Captain)

Lucky J (tail end Charlie)

Ynot

Jak

Grumpy & Angel

Pryo & Phoenix

We started out on the ride as planned, however the route was

modified due to adverse weather conditions in the Maleny area.

The ride route was via the Bruce highway then turning off at Steve Irwin Way. Then turning off at Landsborough and up the hill to Maleny stopping at the Montville pub. Then 'sailing' down the hill to Nambour and back down the Bruce highway to the Ettamogah Pub for lunch. Then continuing down

the Bruce highway and taking the Deception Bay turn off, back through Redcliffe and over the Houghton Bridge before separating at Deagan. 280km approx.

Apart from the weather it was a good ride and everyone indicated they enjoyed the day.

Regards,

Hurricane & Luck J

WEST RIDE REPORT

Sunday, 1 April 2012.

There was a total of six bikes at the Coffee Club and the riders were in no particular order Grumpy and his best buddy Angel, Pyro, Lucky J, Stieny on the star ship enterprise, Ynot, and your's truly. We set off to Grantham for a bum break then up

flagstone creek road to Gumbarra for a beer stop then onto Leyburn for lunch and passing many vintage cars along the way.

While having lunch all the vintage cars pulled in as well and I think that one of these cars would be worth more than all our bikes put together.

After lunch it was off to Warwick for a fuel stop and then down through the gap to Aratula for our farewells.

A good day with good company again.

See you round like a rissole,

Cosmo

RIXON POKER RIDE

Date: Saturday 28th April 2012

Time: Registration 0900hrs to 0945hrs

Place: Clean Skin Coffee 193 Southpine Road Brendale <http://cleanskincoffeeco.com.au/>

Morning Tea (Clean Skin Coffee, sandwiches and home made fruit cake) will be served from 0900hrs to departure time of 1000hrs.

Lunch: Tranquil Park 483 Mountain View Road, Melany <http://www.tranquilpark.com.au/>

A \$50 (rider) or \$80 (rider & pillion) fee will be collected before the ride. This will provide morning tea, lunch and a generous donation.

We need to plan for the number of people attending so please let us know if you are coming.

Kevin (Fonc) Adams

Vice President | Blue Knights Australia III

Queensland and Northern Territory Chapter

Blue Knights International Law Enforcement Motorcycle Club
Blue Knights Australia www.bkaus1.org | International www.blueknights.org
"Australia's oldest and first Law Enforcement Motorcycling Club"



SARGE'S SLANT - PREVIOUS ARTICLE THE HISTORY OF OUR GREAT CLUB

Hi All,

On Saturday a working group met at Ynot's house to discuss the set up of a new Brisbane based Social Club that is focused on Motorcycle riding and friendly social events.

I am very pleased to tell you that this Club is now active and will be called the Steel Horses Cruising Motorcycle Social Club Inc.

We spent 4+ hours working through lots and lots of details about Club Structure, Name and Rules.

Shortly Debbil will send to each of you a copy of the draft rules, now don't be frightened by the size of this, most of the rules are so that we can comply to legislation and become a formally incorporated social club within Qld. We would like your suggestions on any changes you would like to see in these rules with the intent that we can all sign off on them at our first meeting and then use then to apply for incorporation as a 'not for profit' Qld Social Club.

The reasons why we are going to apply for incorporation will be explained at our first formal monthly meeting that is scheduled for the 3rd Tuesday of October. This meeting will provide you with the opportunity to learn all about what we are doing and have an input into the way forward for 'OUR' Club.

Why have you received this email from me? Because you have made a formal application to join this new Club and your application has been gratefully received and YOU are now an Original member of the Steel Horses CMSC. Or in some cases I don't have your application but I just like you and want you to join – lol

At the setup meeting I have accepted a senior role in the new

Club and we are currently working on identifying a management Committee to ensure this Club develops, grows and remains a Fun and democratic place that people chose and want to be a part of.

I have attached a Draft Club Patch that is still a work in progress but will give you an idea of what you will be wearing on your Vest or Jacket during rides and events. I will take this opportunity to thank Loges for his help with finalising the design of this Patch I found out he was in this business and we accepted his help great fully.

My personal thanks to all the People who have helped to setup this Club so far with special mention to Debbil and Ynot for their efforts in getting a good understanding of the stuff we need to do to get this Club going.

I was delighted with the turnout for our first ride and I will write a report for inclusion in our first newsletter soon.

So to summarize:

- Club Meetings will be held on the 3rd Tuesday of every month beginning in October and will be held at the Broadway Hotel Woolloongabba.
- FIRST meeting is TUESDAY 20th October at 7.30pm
- Your review and Feedback on the Club Rules is not mandatory but any suggestions or changes gratefully accepted.
- A Ride Calendar will be sent to you shortly covering a minimum of the next 3 months so that you can see the rides that suit you.
(Thanks Ynot)
- We are looking for any volunteers who want to become Ride Captains

to lead our rides. In the short term I will take regular rides but we do need others.

- The cost of joining as a Rider, Pillion or social member will be included in the details that Debbil sends.
- There will be a joining fee on top of the annual membership fee to cover the cost of patches and other Club set up costs. We will discuss this at our meeting.
- All members regardless of type of member will be encouraged to have a say and be a part of the Club.
- We will accept all makes of Bike as long as they are a Cruiser or a Tourer style we will not accept Sports Bikes or Scooters or a Bike that is obviously not safe.

Finally but by no means least don't forget that as a new Club this will be a work in progress for a while but we will be working hard on getting it right and consulting all members for ideas and input. Please don't forget that this is YOUR Club not mine or any other individuals and that we will get out of this what we put into it. If you are busy and cannot do a lot that's OK if you can contribute more that's also OK (and gratefully appreciated) the final aim is to have FUN and enjoy each others company while predominately riding our Bikes.

I hope to see you at our first meeting or sooner on a ride

Sarge

Where'd you get that hat? ... and is it legal?

By Guy Stanford, immediate past chairman of the Motorcycle Council of NSW and a member of the Australian Motorcycle Council's Helmet Committee

An enormous amount has been written about motorcycle helmets in Australia. Most of it has been wasted ink. But now we can tell you the truth as it is understood by one of the few people who have actually researched it properly. It is completely surprising, hugely controversial and, be warned, it does not make a pretty picture.

Sales laws

Consumer Protection Notice No.9 (CPN No.9), issued December 10, 1990, is the Commonwealth Government legal instrument (under the Trade Practices Act) that mandates Australian Standard AS 1698-1988 as the safety Standard for motorcycle helmets offered for sale in Australia. Laws in each state and territory reflect and enforce this.

AS 1698-1988 is the "old Standard". Since 2006, a number of changes were made and the New Zealand government got involved too, resulting in AS/NZS 1698:2006, the "new Standard".

Destructive testing of samples from a batch of helmets is performed. If these samples pass a battery of specific tests and assessments, then they meet the technical requirements of the relevant Standard. Separately, any marking or labelling associated with a helmet must meet quite specific requirements as laid down in the Standard.

The Australian Consumer and Competition Commission (ACCC) is responsible for policing standards and takes labelling very seriously. Go to the ACCC website and you'll see they are very active in ensuring correct labelling and prosecuting for misleading claims.

So what labels are legally required on motorcycle helmets?

Quoting from Australian Standard AS/NZS 1698:2006 (this part is identical with the old 1988 Standard):

8. MARKING

Each helmet shall be permanently and legibly marked in letters no less than 1.5mm, in such a manner that the marking can be easily read without the removal of padding, or any permanent part, with the following:

- (a) Name of the manufacturer.
- (b) Model designation.
- (c) Size.
- (d) Month and year of manufacture (may be spelled out, eg "July 2005", or in figures, eg "7/05").

(e) The words "Vehicle User's Helmet".

(f) Instructions to user:

- (i) Shell and liner constructed of (identify type(s) of material).
- (ii) Helmet may be seriously damaged by substances such as petrol, paint, adhesives, or cleaning agents.
- (iii) Make no modifications.
- (iv) Fasten helmet securely.
- (v) If helmet experiences a severe blow, destroy it and replace it.
- (vi) Ensure that any visor attached to this helmet meets the requirements of AS 1609.

(g) The certification mark (where required by Statutory Authorities).

NOTE: Manufacturers making a statement of compliance with this Australian/New Zealand Standard on a product, or on packaging or promotional material related to that product, are advised to ensure that such compliance is capable of being verified. ➔

"Good God, Gunga Din!
It seems my helmet
may not
be legal!"



BUT, this Standard must be read in conjunction with *Consumer Protection Notice No.9*, which specifically removes clause 8(g).

So the first thing we learn is that the only marking required on a helmet is internal to the helmet.

The second thing is that a "Statement of Compliance" may be on promotional material related to the helmet, or, that Statement may be on helmet packaging, or it may be on the helmet itself.

The *Australian Consumer and Competition Act 2011* has strong "substantiation provisions" that require a manufacturer be able to prove that the helmet complies with the Standard. Consequences for a manufacturer, for products not complying with a mandatory product safety Standard are quite severe.

Under the Commonwealth Product Safety System, a helmet manufacturer can conduct its own testing and assessment to "self-certify" and simply carry a "statement of compliance" in accordance with the marking requirements of the Standard. Trolley jacks, sunglasses or ladders are familiar examples of this.

Alternatively, the helmet manufacturer may hire a Conformance Assessment Body as a "third-party certifier" to independently assess laboratory testing and other requirements of the Standard such as marking or labelling and "certify" that in their independent professional assessment, the product fully complies with the Standard.

This additional "certification" may be seen as a marketing edge at the point of sale, to provide an incentive to the buyer to have confidence in the product and advertising claims. Certification also provides an independent quality assurance check to the manufacturer and some degree of protection from product liability claims.

Certification is carried out by a Conformance Assessment Body (CAB) and each has its own logo or brand name, but this doesn't have to be on the product, unless the CAB company demands this, or the manufacturer wants this, as part of business arrangements between the product manufacturer and the CAB company.

In fact, the "statement of compliance" may be, as we read above from Australian Standard AS/NZS 1698:2006, **"on a product, or on packaging or promotional material related to that product"**.

So when you purchased your helmet, the "statement of compliance" could have been printed on the box it came in, or on the "Instructions for Use and Care" required under Section 9 of the Standard and enclosed with your helmet, or on promotional material telling you how wonderful it is, or on a swing-tag or on a sticker across the entire visor, or it may take the form of a shiny sticker from a CAB company stuck on the helmet.

You'd be a goose to leave all the packing materials on your sunglasses or helmet and go riding, so you take all that stuff off. The little sticker may have the words "Do Not Remove" but that's just intimidation; it only had to be there when "offered for sale". Once you have bought it, it's your product and sales labels may be removed.

However, the "permanent" Section 8 internal markings are required by the Standard. These identify the helmet and carry warnings.

Looking for evidence of compliance from external labels is a load of codswallop and has been since 1990. External advertising labels are legally unreliable once the product is sold.

Requirements of the Standard are internal marking of helmet identity and user instructions.

Under the *Trans-Tasman Mutual Recognition Arrangement* (TTMRA), goods that may be legally sold in New Zealand may be sold in Australia and vice versa. This principle operates regardless of differences in standards or other sale-related regulatory requirements between Australia and New Zealand.

New Zealand allows helmet standards such as the European ECE 22-05, Japanese, JIS T8133, USA "DOT" or more correctly FMVSS-218, Australian AS/NZS 1698 and some others.

So, yes, it's perfectly legal to purchase a good-quality, safe helmet that is or is not in conformance with the Australian Standard. This same freedom in purchase also allows you to buy a piece of rubbish that looks a bit like a helmet.

Whether you are allowed to use a non-Australian Standard helmet on roads in Australia is an entirely different question.

States and helmets

"In Use" laws

The National Australian Road Rules (ARRs) commenced in December 1999 when all states and territories cleared out their inconsistent old ones and adopted the uniform ARRs.

Historically, Australia is a collection of British Crown colonies, each with a different constitution and legal system. At Federation, the states gave up certain powers to form the Commonwealth, but they gave up nothing in relation to roads. This means it's like moving between different countries, with different laws when you cross a state border.

The great hope was that roads authorities would stop individual fiddling with their Road Rules and provide national consistency. For motorcycle helmets, it's now a complete mess.

In Road Rule 270, the ARRs require the rider to **"wear an approved motor bike helmet securely fitted and fastened on the rider's head"**.

If police enforcement stopped there, problems would be minor. Seatbelt laws are that simple.

The Road Rule then goes on to define: **"Approved motor bike helmet means a protective helmet for motor bike riders that is approved, for the Australian Road Rules, under another law of this jurisdiction"**.

This definition is different in each state and territory and none of them references the Commonwealth's *Consumer Protection Notice No.9*. What you can legally buy doesn't relate to what you can legally use.

Let's go clockwise around the country.

Northern Territory and Queensland

In the Northern Territory and Queensland, the **"another law of this jurisdiction"** is in their Road Rules and defines an approved helmet to be one that **"complies with AS 1698-1988"** (the "old" Standard).

Simple: look inside the helmet.

In the hot, humid summers of Queensland and the Northern Territory, sweat and repeated cleaning mean these markings may become illegible or disappear altogether.

Yet the Queensland Government Motorcycle Safety website instructs Queensland riders **"your helmet needs to have a sticker tha**

Headache time

shows it complies with Australian Standard AS 1698" and shows a group of Conformance Assessment Body company trademarks. This so-called "advice" is inconsistent with the Queensland Road Rules and the marking requirements of the old and the new helmet Standards. It's anti-competitive and misleading and provides endorsed advertising to selected companies.

Just to complicate things, neither *Consumer Protection Notice No.9* nor the Road Rules of Queensland or Northern Territory has been updated to reflect the new Standard. This simply adds additional uncertainty, as new helmets are not in conformance with the old Standard. It would appear that all brand-new helmets may be illegal to sell or use up north.

I have a helmet, purchased two years ago from a shop in Sydney, that has none of the internal labels required by AS/NZS 1698:2006 but does have an external label from a Conformance Assessment Body. With items like this being sold in the marketplace, it's no wonder everyone is confused.

NSW

Continuing our road trip into NSW we find "use" laws very different indeed.

The NSW Road Rules were changed without warning in February 2010 and now demand that an approved helmet for Road Rule 270 is one that complies with at least one version of AS/NZS 1698 and also "has an identifying mark from a body accredited or approved by the Joint Accreditation System of Australia and New Zealand certifying compliance with an above standard".

Until February 2010, the term "approved motor bike helmet" in NSW Road Rule 270 was not defined and there was no "another law of this jurisdiction" other than the *Fair Trading Regulation 2007* for "sale". In other words, in NSW, the word "approved" in Road Rule 270 could only be interpreted as "approved for sale". This included helmets complying with the Australian Standard AND any helmet approved for sale in New Zealand because of the TTMRA. Good-quality helmets from reliable makers look the same and may meet equally effective alternative Standards.

As a result, thousands of riders in NSW have been buying and using helmets in conformance with European, USA or Japanese Standards. Thousands of helmets have been made retrospectively illegal to use on roads in NSW since February 2010.

The NSW Road Rule also retrospectively bans the use of helmets that comply with the Australian Standard.

Importers of helmets who employed the services of Conformance Assessment Bodies (CABs) that were not "a body accredited or approved by the Joint Accreditation System of Australia and New Zealand (JAS-ANZ)" have been hit with additional costs in being forced to now deal with other CAB companies.

There is no legal requirement in Australia for any Conformance Assessment Body to seek accreditation with JAS-ANZ. Nor is there a legal requirement for a helmet manufacturer to use a Conformance Assessment Body at all. It is perfectly legal to "self-certify", as is done for ladders or trolley jacks or other products listed at www.productsafety.gov.au. The new Accreditation requirements appear as an effort to control the marketplace.

The NSW RTA has obviously lost faith in the Commonwealth Product Safety System and decided to create its own product approval system. NSW's RTA Crashlab is the only test laboratory on Australian soil with Accreditation to test motorcycle helmets.

The new NSW Road Rules have damaged several businesses and helmet brand names, created confusion and resulted in fines to riders from NSW and other states.

What is most striking about the new NSW Road Rule is that it is based on commercial trademark stickers — that don't have to be there at all, except by arrangement between the helmet manufacturer and the Conformance Assessment Body. This new law has a commercial foundation yet is described by the RTA as "a preventative safety measure".

The NSW Road Rules shift responsibility for helmet qualifications away from the Commonwealth Product Safety System and onto the wallet of end users, with fines. Good business for an RTA business. NSW riders have had to put aside perfectly good-quality, safe helmets and are forced to buy new ones through what is effectively a cartel of "accredited members of JAS-ANZ".

You have to admire the RTA for its comprehensive administrative, legislative and profitable screwing of riders. The new Minister for Roads in NSW has yet to respond to the Motorcycle Council of NSW on this issue.

Retrospectivity and market control make NSW special. Let's hope sense prevails and this legacy of the Labor government in NSW is abandoned.

What's truly beaut is that a helmet meeting the new NSW Road Rules is legal to use in Queensland, but only some helmets that are legal to use in Queensland are now legal to use in NSW. It gets better. Ride south.

ACT, Victoria, Tasmania, South Australia and Western Australia

A helmet that is legal to use under the new NSW Road Rules is illegal to use in the ACT, Victoria, Tasmania, South Australia and Western Australia.

In these states, the police are instructed to look for a helmet in use on roads that:

ACT	"has applied to it the certification trade mark of the Standards Association of Australia"
Victoria	"[is] marked with an official standards mark certifying compliance with the relevant Standard"
Tasmania	"bears the Australian Standards Mark"
South Australia	"[is] bearing the certification mark of the Standards Association of Australia"
Western Australia	"carries a sticker issued by Standards Australia"

To riders: We suggest you continue wearing your helmet as before and by all means buy a new one from a recognised manufacturer. Just concentrate on staying safe until this is all sorted out!

To the police: If a rider has a helmet on, that's enough for now. You don't look for stickers on seatbelts, just that they're being used. Bookings for "unapproved helmet" are likely to prove unsound in court.

There is no such thing as a "Certification Trademark of the Standards Association of Australia" nor "an official Standards Mark" nor "an Australian Standards Mark" nor "a Certification Mark of the Standards Association of Australia" nor "a sticker issued by Standards Australia".

Police are looking for something that doesn't exist.

Standards Australia was broken up by the Commonwealth Government and the "Quality Assurance Services" (QAS) commercial Certification service sold off to private buyers in December 2003. Since that time, there have been no stickers, marks, or labels of any kind issued by Standards Australia for use on any products. There are commercial stickers that look like the old Standards Mark and some commercial trademarks are even called that, but that's just part of the confusion.

For motorcycle riders in the ACT, Victoria, Tasmania, SA and WA, this means that ANY new motorcycle helmet is illegal to use under their Road Rules. The consequences at law are identical for using a high-quality, safe helmet from Europe, Japan or the USA as for using a helmet with Australian Standard qualifications.

It's perfectly logical that motorcycle riders look closely at pricing or model availability and choose to buy a helmet from overseas when it is impossible to comply with local road rules.

One clear reason for high prices locally is multiple regulatory environments. It is clear that roads authorities around Australia do not understand the Standards and Conformance process, have arrogantly chosen to ignore it for other reasons or have been misled. Which is it?

Yet the same roads authorities demand legal compliance from motorcycle riders. Unfortunately, police appear to have been misled by roads authorities about legally irrelevant stickers.

The Australian Motorcycle Council has made representations to the Commonwealth Government, which is responsible for the Standards and Conformance process and the only authority capable of cleaning up this complete dog's breakfast.

It's little wonder that riders do not trust roads authorities when they use the word "safety".

Rider's trust is ripped from them through their wallets. **GS**

Headache time

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AUSTRALIAN ROAD RIDER | 55

A REMINDER FROM YNOT

This is an article I wrote for the Newsletter for March 2011. Since that date we have welcomed several new members into the club and have some new Ride Captains who have probably not read the original article. I have also had several requests to produce the article again as a reminder to all members about how rides should be conducted. This information is a clarification of the ride rules covered in by law (guideline) 20 b.

YNOT'S BLURB (March 2011)

At a recent Management Committee meeting, at which Ride Captains were present, there was extensive discussion regarding the way in which our rides are conducted. This discussion was deemed necessary as a result of feelings of frustration being experienced by some members. The meeting agreed that in future, Ride Captains would exert the authority granted to them under the relevant guidelines. In particular the following actions would be immediately implemented.

Ride preparation & ride briefing.

The Ride Captain will arrive at the meeting point 30 mins before departure time in order to welcome members and visitors, deliver the pre-ride briefing and appoint a Tail-End Charlie. The Ride Captain should be sufficiently prepared so that they can inform all participants of the expected behaviour on the ride, where the ride will be going to, including all stops and breaks, and brief Tail End Charlie with the details of the ride. All members have an obligation to be familiar with the ride rules and the subsequent expected behaviour on the ride, and should listen attentively to the Ride Captain's instructions. All visitors will be provided with sufficient coverage of the ride rules to enable them to conform to the group-riding experience.

Keeping a following rider in view.

The existing ride rules state that,

"Riders should keep the following rider in view whenever possible". The intention of this ride rule is firstly, to ensure that if a rider gets into difficulty there will be others available to offer assistance if required, and secondly, to help keep the group together and ride as a club. Unfortunately, this is probably the most violated rule. Visitors and new members don't understand it or are hesitant to adhere to it for fear of being left behind, and many existing members just seem to ignore it. It is difficult to always keep a rider in view for many reasons such as; heavy traffic in the suburbs and on freeways, traffic lights splitting the group, winding roads, different riding skills experience and confidence of individual riders.

Keeping the group together in heavy traffic is a demanding skill and involves the Ride Captain and Tail End Charlie working together, utilising wing riders to mark corners, and stopping at pre-arranged destinations to allow the riders to re-group. This works well if all riders conscientiously attempt to catch up when split from the group.

A problem often occurs when some riders persistently ride below the legal speed limit, or leave unreasonably large gaps between themselves and the rider in front, especially when there are no apparent impediments to safe riding. If this occurs the Tail End Charlie will report the incident to the Ride Captain who will take appropriate action. When riders persistently ride slower than the group, it is unfair to

apply the "keep the following rider in view" ride rule, because the whole group must slow down to the speed of the slowest rider. Corner markers, Tail End Charlie, and riders become frustrated if they are repeatedly waiting for the stragglers, and the enjoyment of the ride is jeopardised. The remedy for persistently slow riders and those who repeatedly loose contact with the group, will be for the Ride Captain to ask them to either catch up, or to arrange to meet them at a predetermined location, bum break, or meal destination. At this time Tail End Charlie can either choose to rejoin the group or stay with the stragglers.

The same will apply to riders who are less confident traversing winding roads.

There will be no attempt to encourage riders to exceed the legal speed limit, take excessive risks, or ride in an unsafe manner, but the group must be allowed to progress at a rate that satisfies the majority of riders. If the Ride Captain has sufficiently briefed the group at the start of the ride and at bum breaks, all riders will know where the catch-up locations will be and re-grouping can occur.

Variety of rider abilities and experience

The club advertises that we welcome riders of all abilities and experience. If we are committed to this statement, then we must be prepared to offer encouragement, and nurturing to new members and

A REMINDER FROM YNOT CONTINUED...

visitors who lack the experience of riding in a group. There are several members willing to fulfil this role as mentor and provide assistance if required. If treated with respect and understanding it should not take too long for new, inexperienced riders to develop the skills necessary to confidently ride with the group. The requirement for prospective new members to commence and complete a minimum of four rides prior to joining the club should provide mentors, Ride Captains and prospective members with sufficient time to decide whether group riding is for them.

Readiness of riders at start of ride, and after bum breaks

Another issue that slows down a ride concerns the readiness of riders to start the ride, or recommence the ride after a bum break. At the start of a ride, the Ride Captain must be at the meeting point 30 mins prior to the start of the ride. This allows him/her to greet riders and visitors, allow the necessary briefing session, and sort out the details of a flexible ride, if there is one. It is the riders' responsibility to arrive at the meeting point in sufficient time to fuel- up, feed themselves, listen to the ride briefing, and carry out their own ride preparations. The group should be ready to leave at the pre-arranged time, and the Ride Captain should

be prepared to enforce this. If a rider communicates that they are running late, the Ride Captain can arrange to meet them at a venue along the planned route. The group should not be delayed because one person is running late.

During a bum break or meal break, the Ride Captain should clearly state the duration of the break and at what time the group is leaving. Some Ride Captains currently do this very well and even give a five-minute reminder call. If riders are not ready on time, then the group should leave without them, and the onus is on the stragglers to catch up.

Termination of ride

Another ride issue is the termination of the ride. Riders are free to leave the ride at any time, especially if they do not have time to complete the whole ride. If a rider plans to leave the ride early, they should tell the Ride Captain of their intention, so that the group is not held up wondering what has happened to them. Those riders who wish to complete the whole ride are entitled to expect that a ride will start and finish at approximately the same place, and Ride captains will endeavour to achieve this where practical. It is understood that towards the end of a ride, riders will leave a ride as they get close to

home, in order to avoid unnecessary backtracking, but the planned end ride point should be within a reasonable distance to the starting point. We do have a tradition of saying goodbye and thank you at the end of a ride, and this is a courtesy that should be maintained. The Ride Captains put in a lot of effort in designing and conducting rides, and deserve at least a thank you at the end of the day.

We are a democratic club

As a democratic club, our aim is to satisfy the majority of members most of the time. It is impossible to satisfy all the members all of the time, and the Management Committee and Ride Captains would drive themselves nuts trying to achieve this unreasonable goal. Unfortunately the way in which we have tried to conduct our rides to date was by satisfying the minority of riders all the time. This was sometimes to the detriment of the majority of riders. By adopting the above actions we will satisfy most of the riders most of the time, and hopefully simultaneously nurture the minority so that they can eventually join the majority.

I look forward to your cooperation.

YNOT



HURRICANE'S BIKE TRIP TO 1770

In late February 2012 I took a bike trip to Seventeen Seventy (1770). Don't ask me why, but I had heard it was a great place so I decided to go there.

The town of 1770 is located about 630km north of Brisbane or about 1.5 hours past Bundaberg. It is a picturesque seaside village surrounded on three sides by the Coral Sea and Bustard Bay. It is most famously known as the second landing site of Lieutenant James Cook and the crew of the Endeavour in May 1770, after which it was named. The area is also rich in wildlife and natural beauty and offers scenic vistas in every direction. So, like on all my recent bike trips, I packed my tent and camping gear and off I went!



I decided to take a straight run up the Bruce highway, turn inland at Childers then travel down through Bundaberg and onto 1770. The ride up there was pretty straight forward and the country side was diverse and very interesting. There were road works on the way, but each time I stopped I managed to engage the 'lolly pop' traffic controller in a deep and meaningful conversation and that always passed the time.

I had intended to ride straight though to 1770 but by the time I got to Bundaberg I was stuffed, so I decided to go into Bargara for a welcome break. Upon arrival in Bargara it was a beautiful day and once I caught sight of the ocean I wasn't going any further. I ended up camping close to the ocean and going for a fantastic swim before dining at the local hotel where I enjoyed the best roast for only 10 bucks.

The next day I thought I would do the hour and a half ride to 1770 for a look around, then head back down the coast towards home. I arrived in 1770 at about lunch time and located a camping ground right on the river bank. It was a great spot

so I thought "bugger it I am staying the night".

After setting up camp I went for a walk along the river and explored the estuary. 1770 definitely lived up to its reputation of beautiful scenery, and the sunset that night was amazing. I meet plenty of fellow campers and again the bike was usually the topic of conversation.



Yet of course, this wouldn't be a story from me without rain!!!! The first night camping I went to the local hotel located 500 metres up the road. I was too lazy to walk so I took the bike – big mistake! It was a great meal and the hotel is right on the ocean front. At dinner I decided to put my head phones on and watch a movie on my iPod. I was so engrossed in the movie that when I finally looked up after hearing a "funny" noise, I was shocked to see it was pouring down. Naturally, there I was in my shorts and T-shirt and no wet weather gear.

The dilemma? Do I wait it out or do a "chicken run" back to camp? I decided to do the chicken run as the rain had begun to ease off a bit. Well, I got about half way back before it came down again. By the time I arrived at the camping ground it was absolutely throwing it down. Through the noise of the bike I heard a nearby camper calling out to me, and I quickly dumped the bike and sought shelter under his awning. He later commented that he had heard me coming and thought I might be getting wet. I reckon I had the whole camping ground laughing at me that night!

There was also a young couple camping next to me who had escaped from their mining jobs for a bit of R & R. They were so nice and I recall the following morning they were cooking bacon and eggs. They must have seen me drooling as they invited me for breakfast. It was a good start to the day!!!

Heading off on a full stomach, I decided to ride back down

HURRICANE'S BIKE TRIP TO 1770

the highway to Hervey Bay. I hadn't been there for years so I was looking forward to visiting again. I arrived on a bright, sunny afternoon and although it was a great day the thought of another night in the tent didn't appeal to me much. As I drove along the coast looking for a camping ground, I came across the Fraser Roving Backpackers in Torquay. I decided to try my luck and to my surprise it was the same price as camping. I also noticed they had a happy hour with \$3 schooners' so it was an easy decision. The hosts were fantastic and they allowed me to park the bike in a safe area out the back.

After a cheap eat at the pub next door I made full use of the happy hour which extended into the evening. I was made very welcome and the place had everything including a swimming pool and cooking facilities. I was impressed with Hervey Bay, the ocean and surrounding area was picturesque and it would definitely make a good destination for an overnight ride.

The next day I woke a bit dusty and reflected upon my decision to have those last 5 drinks!!!! However, I was soon on the bike heading back to Brisbane via the Old Coast

Road which took me through Maryborough and onto Mooloolaba, where I had planned to have lunch. It was an eventful ride as I decide to do a big loop via Tin Can Bay and I got lost a couple of times, even with directions from locals. However, I persevered and somehow ended up in Pomona, which involved a bit of dirt road driving. Anyway, it was an adventure and once again the scenery made it worth it.

After stopping at my favourite restaurant in Mooloolaba for lunch, I arrived home a little disappointed. I didn't want the trip to end, particularly because the weather had been so great.

It was a great trip and I am always amazed at the support you get from people when you are on a bike - it is definitely the way to travel and enjoy the country side and different characters.

If you would like to know more about the trip, please feel free to talk with me or maybe head up that way yourself.

Hurricane

Open Invite To All Members

You're all invited to celebrate the wedding of

Robert & Kelly-Ann

Saturday 16th June at 10:30am
at the Kholo Botanical Gardens,
Kholo

RSVP

Saturday 19th of May
49 Keppel Street, Yamanto Q 4305
Phone Rob on 0407 151 302

We are requesting no children please.



NEW MERCHANDISE!



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 – **Price \$50.00 each**

UNISEX LONG SLEEVE T-SHIRTS:

Black, White and Navy with print on sleeve – Sizes S to 3XL – **Price \$ 25.00 each**

LADIES SINGLET:

Black or White only – Sizes S to XL (8 To 14) – **Price \$ 15.00 each**

LADIES T - SHIRT:

Black, White, Yellow, Red and Light Blue – Sizes S to 2XL (8 to 16) – **Price \$ 15.00 each**

LADIES V-NECK T-SHIRT:

Black, White, Red and Light Pink – Sizes S to 2XL (8 to 16) – **Price \$ 15.00 each**

STUBBIE COOLERS:

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

MEMBERSHIP INFO

WANT TO JOIN ? ...

"THE CLUB IS BRISBANE BASED, SO COME ALONG FOR A RIDE OR ATTEND A MEETING"

Membership is open to Riders and Pillions of Cruiser and Tourer motor-cycles, as well as Social Members. The club focuses on Cruiser and Tourer Style motorcycles of more than 250 cc, regardless of rider's age, or riding skills. You will meet other people who share your interest in Cruisers and Tourers and Motorcycling in general.

- ✓ Rides every weekend
- ✓ Weekends away
- ✓ Barbecues
- ✓ Children friendly events
- ✓ Social Outings

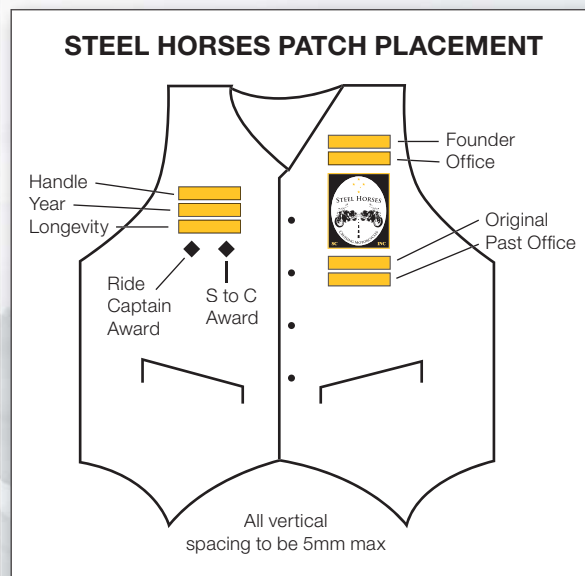
We also have Monthly Meetings — These monthly club meetings are an opportunity to exchange ideas and information. Prospective members and visitors are always welcome to come along on a ride or attend a meeting. Refer to the Event Calendar for details.

Membership Fees:

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.



STEEL HORSES
CRUISING MOTORCYCLES
SOCIAL CLUB INC.

www.steelhorses.com.au



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Ride Captain (South) – TBA

See Event Calendar for details

Ride Captain (North) – Lucky J

See Event Calendar for details

Ride Captain (West) -

Sam / Cosmo
See Event Calendar for details

Webbastard – BC

Mobile: 0425 668 544
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Steel Horses Cruising Motorcycles Social Club Inc. Is for riders, pillions and social members. The objectives of the club are to encourage members to regularly meet, ride, and join together for social enjoyment.

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

HAPPY BIRTHDAY!

The following members are celebrating a birthday this month:

Angel, Barney and Cosmo!

Funny Photos!

