## EDITORIAL SEPTEMBER 1979

This is the last magazine to be published jointly by Tom & Jude - as of next month your new editors will be Smithy and Jude. Please continue to give us your support. Remember that your club magazine is a direct reflection of your interest as club members.

Apologies from Keith Harris, Chris Negus, Tom Saville and Jude Wallis - we will not be at the Annual General Meeting. After the Worlds End Rally the four of us are going to spend another three weeks around that area.

Through-out this and the next few issues you will find a smattering of space-filling jokes supplied by Lloyd and censored by Fagan and Smithy (so if you take offence at any, don't tell us). Thank you, Lloyd.

**Tom & Jude**

## SEPTEMBER RIDES

| | |
|---|---|
| SATURDAY 8 | SERVICE DAY - TOM SAVILLE'S PLACE - AFTER LUNCH |
| SUNDAY 9 | COAL CREEK HISTORICAL PARK KBCP 9am CRANBOURNE 10.45am |
| WEEKEND 15-16 | GLIDING AT BENALLA - DETAILS IN MAG. |
| SUNDAY 23 | CATHEDRAL LANE KBCP 10am |

WEEKEND 28, 29, 30 WORLD'S END RALLY QUORN S.A. BE THERE BY MIDDAY SATURDAY

## OCTOBER

FRIDAY 5 ANNUAL GENERAL MEETING AND ELECTION OF OFFICERS

---

## SERVICE DAY 8th SEPTEMBER

Tomorrow is Service Day - Tom & Jude's place, 6 Elizabeth St. East Doncaster - after lunch.

It is a social get together where you can do basic maintenance on your bike, discuss mechanical problems or perhaps just wash your bike.

## RAFFLE RESULTS

The driving lights raffle was drawn at the August meeting and was won by Joy Skarelokke. Ralph Nickels, and ex club member won the 2nd prize, a bike or car pump. The current raffle of 1st prize-heavy-duty bike pump, tyre levers and a puncture repair kit, value $20: 2ns prize - a tyre gauge, will be drawn tonight.

## CLUB MEMBER OF THE YEAR 1979

The scoring for Club Member of the Year finished on the 26th August and after official auditing, the results are:-

| | | | |
|---|---|---|---|
| 1. Tom Saville | 76 1/2 | 2. Keith Harris | 72 1/2 |
| 3. Mick Fagan | 59 1/2 | 4. Les Leahy | 58 1/2 |
| 5. Peter Philferan | 55 1/2 | 6. Ted Marshall | 54 |
| 7. Marcus Hausler | 38 1/2 | 8. Kevin Robertson | 37 |
| 9. Greg Smith | 34 | 10. Brendan Gleeson | 29 1/2 |

So, Tom is now to be the proud owner of a new helmet (donated by Les Leahy) and the club trophy. Congratulations Tom. (But Keith had the trophy on his mantle-piece first.)

The 1980 Club Member Award starts as from next run, Sunday 9th of September. It is awarded to the most active club member.

Points are allocated for: Day or weekend ride, 2pts. Attending a social event, 2pts. Bringing parent or guardian to Parents Day, 2pts. Sports Day - no points for the ride but 1/2 pt for every event you enter, 1/2pt. Holding part of a progressive dinner at your home, 3pts. Introducing a new financial member, 4pts. Getting an article published in the club mag (max 4), 1pt. Attending a day or weekend ride not on a bike e.g. car 1pt.

## AMENDED OIL PRICES

| | | | |
|---|---|---|---|
| Grand Prix | $20 | Pump | $13.53 |
| G.T.X | $19 | Hand Cleaner | $1.50 |
| XL 20/50 | $17 | Brake Fluid | $1.50 |
| All in 20L drums | | Tool Kit in a Can | $1.50 |

## CAPTAIN'S RAVE

I think it is about time that some of the members sat down with their Club Constitution and refreshed their memories about the road rules that apply when riding with the club.

Just to pull out a few that are being abused: Start the day with a full tank: Do not overtake the leader: Two corner markers on each corner: Indicate when overtaking: Overtake only on the right. The Rear Rider shall not overtake any other machine.

These rules are for the safety of the club and when you join you accept the obligation to ride with the rules in mind. They are for everyone's benefit.

## MOTORCYCLE TOURING CLUB OF Victoria

BALANCE SHEET & STATEMENT OF ACCOUNT FOR THE YEAR ENDING 10th AUGUST 1979

| Receipts | | Expenses | |
|---|---|---|---|
| Opening Bank Balance | 439.13 | | |
| Membership Fees | 312.00 | | |
| Supper Collections | 92.19 | Purchase of Supper | 70.20 |
| Sale MSCAV stickers | 1.60 | | |
| Raffles | 219.25 | Raffles inc. Door Prizes | 163.50 |
| Oil Account | 528.60 | Purchase of Oils | 469.98 |
| Auction Night | 101.30 | | |
| Progressive Dinner | 77.50 | | |
| Christmas Party | 48.50 | | |
| | | Hall Hire | 120.00 |

| | | | |
|---|---|---|---|
| | | Magazine | 301.20 |
| | | Itineraries | 32.00 |
| | | General Expenses | 224.46 |
| | | Oil Stock in Hand | 39.50 |
| | | Closing Bank Balance | 399.23 |
| | 1820.07 | | 1820.07 |

Stock in Hand

| | |
|---|---|
| Hand Cleaner | 16 |
| Toolkit in Can | 5 |
| Brake Fluid | 10 |
| MSCAV Stickers | 315 |

## TREASURER'S REPORT 1979

Dear members, this year as Treasurer I have closed the books one month early to produce the accounts as I will be on holidays at the time of the October Meeting.

We started the year with $439.13 in hand and closed with $399.23 plus oil stock of $39.50. Not a bad effort considering.

There was more or less a total loss of $225.40 on repairing the magazine printing machine which is totally useless and has been put aside. The editor is now using an excellent printing machine courtesy of Les Leahy. He found it hidden in a dark corner somewhere!

We have recovered from the printing disaster due to the efforts of Social Secretary Smith flogging all those raffle tickets and a small profit from his excellent supper spread. Brendan Gleeson has also done his bit by producing itineraries at some $190 SAVING over last year's expenses. The auction night returned an excellent commission of $101.30.

These few items have enabled the club finances to remain in a fairly healthy condition. At least that's my story and I'm sticking to it. No correspondence shall be entered into; the judge's decision is final, 5 years!

**Keith Harris, Treasurer**

## BENALLA TOUR - GLIDING WEEKEND

Starting time; Leave 7.00am at Preston Institute of Technology Janefield (Bundoora). Assemble in car park beside sports field.

Route Taken: Plenty Road to Whittlesea. Yea road from Whittlesea and onward towards Yea township. From Yea to Yarck where we will pick up those who have stayed with Greg and Noelene Moore. Pick up point: Weigh Station south of Yarck (near 75K signs) 8.15am (no later) then continue northwards towards Benalla turnoff north of Maindample. Head towards Benalla until we reach Swanpool. We then turn right in Swanpool for Moorngag. From there it is a straight run into Benalla.

Arrival: We will then split into two groups, Eagles and Emus. (Them that do and them that don't.) Eagles will be shown around the airfield and will be told what to expect and what they can do to help out on and around the airfield. The Emus can use their list of things to do around Benalla and Wangaratta.

The campsite is situated just north of Wangaratta at Eldorado and it is on a substantial mountain stream. Both groups will meet at the airfield no later than 4.30pm and we will then travel to the campsite. Food etc must be carried. (Lady Scott's presence will be greatly appreciated along with Sire Walter Spade) IE NO LOO. Will Mick Fagan please bring his hatchet?

In the morning we will try to be back at the airfield by 9.30am for the Eagles to get in some more soaring. Price per flight $10.00 approx. The Emus can savour some of the locally produced "red ned" in the Glenrowan, Milawa area.

Departure from Benalla should be around 3.00pm and will retrace our previous route to Melbourne.

Coffee at Kinglake West.

## THINGS TO DO IN BENALLA

### Arts & Crafts

Benalla Regional Art Gallery, Bridge St. Benalla. Aust. paintings Creative workshop beneath building. Open Sat. 10am - 5pm. Sunday 11am - 5pm.

Manuka Art & Craft Galleries, Bridge St. Display and Sales of various handcrafts. 10am - noon Saturday.

### Museums & Displays

Kelly Museum, Bridge St West. Items of historical interest incl. Ned Kelly witness box. Open daily 9am - 5pm. Adults 50c Kids 20c.

Pioneer Museum, Main St. Open Sunday 2pm -5pm. Adults 40c Kids 10c.

Tour around Lake Mokoan, take in the spectacular views from the base of the telecom towers.

## THINGS TO DO AT WANGARATTA

Try a game of chess on the man-sized chess set in the King George Memorial Gardens in Ovens St. Pieces may be obtained from the gardener during normal working hours. Park also has a playground and picnic facilities.

Visit the grave site of "Mad Dog" Dan Morgan, inside a small gate off the Hume Highway in the Wangaratta cemetery.

### Parks and Gardens

Merrima Park, Hume Hwy 237k from Melb. A sunken garden beside the highway.

Warby Range State Park, 10k west of Wangaratta. A series of dry rocky hills, offering fine views over the plains.

## THINGS TO DO IN ALBURY/WODONGA

Transportation Museum, Drage's Aircraft Museum, Coyles Rd. A display of historic aircraft. Open Sat. & Sun. Adults $1.20 Kids 40c.

## THINGS TO DO IN ELDORADO

Eldorado Museum is situated on the Reids Creek goldfield. A display of gold mining equipment. 2pm - 5pm Sundays. Adults 20c Kids 10c.

Also to be seen is the largest dredge in the Southern Hemisphere, still afloat in the dredge pool.

**Kevin Robertson**

## LAKE MOUNTAIN 29.7.79

I went to Lake Mountain, I came home, I did not win "Club member of the year" - BUGGER!

**Keith Harris** 750 BMW (hack bike) & 1000 BMW

## LAKE MOUNTAIN 29.7.79 (Amended Report)

The morning was bright and crisp as I left home and headed to the Lilydale pick-up point, but by the time I reached Ringwood, the sky was overcast. At Lilydale I met Tom, Ted and Dave waiting for the main group to arrive from town. I went off to buy some film and returned to find the main group had arrived and were discussing the Pirelli tyres, Tom (Phantoms) and Mick (Gordons) had from Peter Stevens to test.

After some discussion Mick was volunteered to lead the ride and Keith Finlay (CB360) volunteered himself as rear rider. We headed off through Healesville and over the Black Spur. There were a few damp spots but not many day trippers. At Narbethong we turned towards Marysville, heading up the hill into fog. The weather was getting worse and worse. Down to Marysville for lunch in sunshine! Mick scored two pieces of fish gratis with his 30c of chips and scoffs them quick!

After lunch, it was off to the snow at Lake Mountain. At the turn off there seemed to be a Ranger collecting money but not from us. The road turned from dirt to slush at the car park with a million buses, cars and people. Here we have an hour's fun throwing snowballs taking on all comers including a bus load of girls. I'm not sure if we won or not.

Oh yes, Bruce Whalley (750 Duke) caught up with us in the car park reminding one and all not to touch the yellow snow!

Back to the turn off where Kevin departed towards Kinglake, and we went down the Reefton Spur to Warburton for some sunshine and coffee. While having a break, the three Ducatis seized the opportunity to clean the mud off their bikes using a nearby hose.

From here followed a sedate ride to Lilydale where we dispersed and headed for home. On the day there were four BMW's, three Ducatis, two Yamahas and one Honda. Those who did not come missed a great day!

**Keith Harris** 759 BMW (this week)

"You know", said the guy, crying in his beer "It's hard to lose your wife". "Hard?", said the biker sitting next to him. "It's bloody near impossible".

## MOUNT MACEDON (AND OTHER PLACES) 5.8.79

Thinking it was about time that I fronted for a Club run, I rose early, picked up an eager pillion passenger from the local Youth Club and made a beeline for KBCP where about a dozen other riders were waiting. To add extra fanfare to my arrival, a Lilydale bound steam-train hooted and snorted past on the overhead railway viaduct as I pulled in.

With Fagan in the lead on a mud-caked BMW and a new rider (to me anyway) on a contrasting spotless yellow R100RS bringing up the rear, we zipped out of town along Footscray Road and called at "Joy and Micks place" to pick up Darren and Joy's mother who were 'pussyfooting' in Darren's Hondamatic for the day. Too cold for the Gold Wing today.

After a slight bout of shell shock inflicted by exceeding 75km/h on the St Albans-Sydenham Road, Fagan lead the troops on to the Calder Highway, then deviated via Holdens Bridge to the Bulla Sunbury Road. On through Sunbury, Riddells Creek, New Gisborne and some interesting dirt roads to Mt Macedon where everyone dismounted and promptly proceeded to shiver.

Exercise was the order of the day to keep warm, so after thoughtfully dumping helmets, gloves etc. into the air-conditioned comfort of Darren’s car, we proceeded on a short walk to the Memorial Cross and lookout. After a stickybeak, it was back down the mountain to Woodend for eats. One corner with stones on it caused a few near heart-failures enroute but fortunately all riders got through without incident.

After lunch a tour was organized through East Trentham and the Bullengarook and Lerderderg State Forests. A pause for coffee and a smoko was made at O'Briens Crossing (which by the way Fagan decided to enter via a short-cut which could best be described as a mountain goat track).

The run back to Melbourne was via Blackwood, Greendale and the Old Pentland Hill Road onto the Western Highway. Dampness set in at this point and it was decided to head for the comfort of Joy and Mick's living room for coffee and biscuits.

A most enjoyable run, folks, but the weather could have been a little better!

**Michael Formaini** 750 Honda

## CASTROL TWO HOUR 12.8.79

Assuming that a few minutes ride to the Calder racetrack would not require the same volume of clothing as a normal winter Sunday run, I made the mistake of leaving off a few garments. Venturing outside, my return to the flat was swift indeed, and on went those relegated pullovers.

It was a cold, mean, miserable son-of-a-day.

A small but hardy group gathered at the car park and Mick led us to the racetrack via the oldest surviving road in Victoria (a route familiar to those who went on his previous special tour).

Without a doubt, Calder is the most desolate, barren and flat location for Australia's most uninteresting motor racing circuit. However, personal opinions aside, we all then parted company with $5 for the privilege of stepping inside the gates.

The grandstand is the best spot for a birds-eye view of the entire circuit; it's also a great spot for icy cold 40km/h winds.

Racing got under way with Geoff Taylor taking his mandatory win in the sidecar and John Kaiser showing a very clean pair of heels in the superbike preliminary.

With the Classic machine handicap lining up on the grid, the MTCV President and Vice President had a side bet of 10 cents on who would win. This seemed to create more interest than the racing, so I quickly opened a book on the race to accommodate the eager punters.

Being a student of classic racing, I had no trouble in pocketing the winnings.

Eager to regain his losses, Mick suggested that we each back one of the two girls riding in the C-grade production event. He took Katrina and landed me with Jenny Coates who circulated at stone-motherless-last. After settling in for several laps she then proceeded to blow Kate to the weeds and the 20 cents was as good as mine until the Kawasaki expired just a few laps before the flag. Ah! Woe is me.

The Big Race! And Big D. nearly knocked me down with his 10 cents, so eager was he to have his tip of Stu Avant. Stu Avant? He had to be joking.

With a pool of $1.40 and 14 people all convinced they were on a winner, we excitedly awaited the start while Mick gave us a lot of unsolicited bullshit about how good Pirelli tyres were.

The rest is history.

What with everyone going down like ninepins in the wet, plus the freezing cold conditions, it was a mammoth effort just to finish let-alone win.

But win Tony Hatton did, including crashing twice and spending several minutes helping Greg Pretty with what looked for all the world like a broken arm. What a great little guy and sportsman.

As Porky pocketed his winnings, we decided we'd had enough of the cold and wet, so along with nearly everyone else, we fired up the machinery and headed for home and heaters and warm showers.

An interesting day and a good change of pace from the usual.

See ya, at the 6 Hour.

**Les Leahy,** Yamaha 500 single

The Motor Cycle King, Harley Davidson had died and gone to heaven. At the Golden Gate St Peter asked what he had done and was told, "I made the Harley Davidson motorcycle". "Ah!" said St Peter, "Go over there, with that group". Amongst the group, Harley espied an old bearded, withered man, bent with years, and learnt he was Adam.

"What did you invent?" asked H.D.

"Eve, women!" replied Adam

"Well", said H.D., "I reckon you put the exhaust and inlet valves too close together."

"Still" said Adam "I guess that they will be riding my model long after they've finished with yours."

## YOU YANGS 19.8.79

This day saw 24 (I think) bikes, and with pillion riders, about 30 people. A fine, cool day was forecast, which was right for part of the day. Mick Fagan led while Tom Saville, would you believe, was rear rider. He must be turning into a masochist. After the You Yangs I was rear rider. We went via Tottenham and back roads to Werribee where we stopped so some people could get drinks and eats.

After Werribee we headed west, riding to barbeque area on the Geelong side of the You Yangs. The first and most scenic spot was busy, so we found another area and divided into a few groups around several BBQ's. At ours, a couple of people donated a few snags to eat while others were cooking. Not all our members can be poor by the size of the steaks they were cooking, or perhaps they are poor because of them.

We had a visit from two members of the Ballarat Motorcycle Club while at the barbeque spot.

We had a few people who I know were first timers on our run, and some, who because I don't get on many runs, were unfamiliar to me, and who may have had their first run. Perhaps I should emphasise that we do not always, in fact seldom, go on what for the use of a better word, are called roads, like on this run. Some people I know were first timers including Russell 750F2, Lynn (who lives at my place) and Phillip Andrews 400/4 (good bike). I must say that because I have one. Some faces unfamiliar to me were the couple from Vermont; her name was Vivian, his I forget. Also, a person on a 860 Suzi, a gal on a 500/4, also a 250 Honda. These were just a few I can think of. Welcome to your first run, or second, or third, whatever it was. Also welcome again to the couple on the 500 Yammie twin, whose names I forget and shouldn't as I told them of the Club originally. They seemed to enjoy the companionship, and we hope they enjoy many runs with us.

Darren on the Lead Wing must have known what the roads were to be like, so he left us to go visiting in Geelong. Joy went back home via Bacchus Marsh, I think, even though our route was the shortest. Shortest was not the quickest or eventless either.

I was rear rider after we left for Cobbledicks Ford on the Bacchus Marsh Road. At the first corner the 500/4 tacho cable left the tacho, and was reconnected. Second corner, it detached again, so it was disconnect at the wheel. Me thinks at wheel means it must have been the speedo. O.K. It was the girl who looks as if she is doing 90km/h even when going 10km/h.

After the Bacchus Marsh Road, we turned off on a side road. I apologize for using the word road to describe it. At places you could only go 40km/h due to the dust. You could go 200km/h if in a plane. But for most it was big rocks, little rocks, big blue metal, holes, ruts, ruts that could not be seen because of grass, some greasy spots, and a few mud puddles. Not the road to carry eggs on, or Mum's best crystal in the panniers.

Pillion riders would sit still on roads like this. Mick said to his pillion, "We are riding in a rut." "Are we?", says he, leaning over to see, at the same time throwing Mick and bike off balance. And by the time they were under control again, they were three ruts to the left.

We went through a few gates, wire, (not literally). One was barbed wire and a piece of flattened 44-gallon drum was placed over this to ride on without getting a puncture. One Duke did a nice slide on a greasy patch, which required attention around the clutch or gear selection housing. The engine was going again in 10 minutes or so.

A few yards further along a BM stopped. What was wrong? I don't know; I think ignition. A few said “Ha, ha, bloody ha ha. Good solid German quality." We are told the failed part was Australian made. This was only a few minutes wait and we were off again.

On to Cobbledicks Ford and a shower of rain, the first for the day. Along here Phillip learned he hadn't run out of petrol as he had a reserve supply which got him to Werribee.

At the Ford everyone was standing on the far side, near the few inches of water with bluestone slabs on the bottom, thinking everyone did a good job of getting through without falling off or stalling. Whereas I thought everyone did a good job of getting through the 30 feet of mud approaching the water. In fact, I thought everyone did an excellent job of riding along the aforementioned roads without dropping their bikes. It is all right for 500 singles, but on heavy touring or sporting bikes, two up riding in ruts etc., is not easy.

After leaving Cobbledicks Ford a few riders were getting low on petrol but only one ran out and not because their tank wasn't full on leaving the car park. It's something that can happen to anyone when no-one knows what the distance is going to be before the next petrol stop. We put petrol in from my bike by removing the tank and holding it above the filler on the Yammie 500, which was the simplest as we didn't have a hose. This didn't take long, and we all met at Werribee and split up from there.

It was a good run and different (with a capital D - meaning eventful). I mean, if everything goes perfectly, then there is little to write about. These short runs and barbeques are certainly proving popular, and very good, particularly in winter. It may be that with petrol prices rising the way they are, in future we may have more short rides.

**Lloyd 750/4 (for this ride)**

A neurotic is a man who builds a castle in the air.

A psychotic is a man who lives in it.

A psychiatrist is the man who collects the rent from both.

---

## YOU YANGS 19.8.709

When I arrived at KBCP I was amazed to see so many bikes as the time was only 10 past 10 and the ride wasn't scheduled to leave until 10.30am. With the sun almost shining, we left KBCP with Fagan leading, followed very closely by Brian, with Tom and Jude whipping up the rear.

After a delightful tour of the western suburbs and a stop for supplies for the BBQ at Werribee, where a few more bikes joined the ride, we continued on to the You Yangs via back roads with only a bit of dirt.

With the BBQ's burning, thanks to Ian's firelighters, bangers and chops cooking, Brian Green and Bruce from the Ballarat Tourers arrived, making a total of 29 bikes for the ride. Darren Room was the first rider to depart as he had a pressing engagement. (Or did he have a feeling of what the rest of the ride beheld!)

It was decided to return to town via Cobbledicks Reserve, Doherty's Road and disperse at Brooklyn, or thereabouts. Sounds easy, hey, or as it might be echoed "a piece of piss". Well, the first 20km was easy bitumen, then the real enjoyment began. We turned along a dirt track which was clearly marked on the map as 'surface unknown'.

The track was a little soft in places and very rocky in the places where it wasn't soft, but nothing that a true-blue rider couldn't handle. All was running smoothly until we were confronted with a fence and a locked gate. After a little post removal job, the fence and gate flattened remarkably well. As the bikes passed over the fence, I said to Dave that "his bike was behaving well and not falling over". On the previous ride his Duke had tired and laid down for a rest.

Off we set after the fence was stood up. Over the brow of the next hill, there was Dave trying to right his Duke after it had fallen on its gear lever. As Dave worked to repair his gear lever, he told me off for putting the wood on him. Setting off again, travelling only about 600 yards down the track to find Mick Stoltenberg working furiously to repair his home-make electronic ignition system.

As we set off, again, someone asked how far to Cobbledicks Ford and the reply was "only four more dead bikes". We caught up to the rest of the group as there was some indecision as to which way to go. Finally reaching the bitumen, the sighs of some bikers and pillions could be heard miles away. But these sighs turned quickly into "Oh no's"' as we turned onto dirt track once more.

Everybody successfully across the ford at Cobbledicks, so on to Brooklyn? We sped, arriving at Werribee, just missing Brooklyn. We bade farewells and turned tail for home as the rain began to dampen proceedings and spoil the day. The weather had been good till this point.

**Robin McCoy** (Porky) BMW 60/7

Q. What do they call a pregnant Irishwoman?

A. A dope Carrier.

## COMBINED CLUBS' RUN - ARTHURS SEAT 26.8.79

The combined clubs' run of August 26th went without any incident of note. Twenty-two bikes left KBCP at around 10.30am for a sedate trip down to Arthurs Seat along the Beach Road, Nepean Highway and The Esplanade. We picked up several members who live in the south-eastern suburbs, enroute.

When we arrived at Arthurs Seat, members of the Four Owners, BMW, Ducati clubs and Forces of the Law were already there, thus making a total of approximately ninety bikes. After a barbeque lunch a number of people went down to the bottom of the hill and back up, either by bike or by the more relaxed method of the chairlift. The only spill of the day demonstrated the inability of one member of the Four Owner's club to handle the gravel near the barbeque area.

A livelier pace was maintained on the rather circuitous route back. The ubiquitous gravel road was encountered on the back roads behind Arthurs Seat as we headed south towards Bass Strait and Westernport Bay. Westernport Bay was then followed until we cut across through Berwick, to Menzies Creek, Selby and thus to the dispersal point of Belgrave. A more relaxed ride through the latter section by some of the riders was ensured by an escort of the Forces of the Law, who fortuitously turned off before too much of the Dandenongs section was spoiled.

The ride dispersed (just as the rain came) with promises (or threats?) by Tom of lots of gravel and winding roads and a total of 300-400km for the ride next Sunday.

**Helana 500/4 & Harry 500/4**

## COMBINED CLUBS' RUN

Twenty-one of us left via South Melbourne, Kerford Rd, and Beach Rd. A couple of first timers were there and some of our new riders, like a guy and his wife on the 500 Yammy twin and Peter Dwyer. (Peter, by the time you read this, will probably have stepped up to a 500 V-twin Honda.)

We picked up some riders at Mordialloc and Frankston which meant 23 to 25 riders in total. However many, it's a big number, considering some of our members rode up with the 4-Owners which they also belong to. The week before to the You Yangs we had 24 bikes and Anakie Gorge one month prior to this had 22 bikes.

Phillip Andrews 400/4 (not a member but this was his second ride) was booked for doing 65km/h while riding to meet the club.

The ride was uneventful. Two cops on F2 Hondas were at Arthurs Seat when we arrived. It was a great sight. Someone said there were 86 bikes while others said 99 and there were 20 or more pillion riders there. So regardless of the exact numbers, it was a good meet.

It was cold. Unfortunately, I had to leave at 12.30pm to go to work. Darren also left early. For those few who don't know, it was a get-together barbeque for our club, Four Owners, BMW & Ducati Club and the Van Diemen's Club (six of whom were there).

There is little else I can say as I left early but that the club went back via Tooradin and Berwick.

I think BBQ's are a great idea as it gives people a much better chance to know each other and become closer friends. I also hope we can have more combined clubs' runs and BBQ's for the same reason.

**Lloyd 400/4 for the day**

One day a big tough looking biker died, he weighed 350lbs and no one could find a coffin big enough to bury him in. While they were figuring out what to do, another biker turned up. "I know all about bikers, just give him an enema." They buried him in a shoe box.

Have you heard about the Irishman who stapled his testicles together. He had heard the saying, "if you can't lick them, join them."

## CAPTAIN'S RUN - BE PREPARED 2.9.79

(And boy did you have to be prepared.)

Three bikes left 6 Elizabeth St Doncaster at 8.35am, Tom & Jude, Terry with son Andrew (Morini 3 1/2) and I. Onto the Kew Boulevard (just to warm the tyres up) and a quick trip from there into town (Kings Bridge Car Park, corner of Spencer and Flinders Streets).

Fourteen bikes turned up for a good fang ride (Peter - Honda 750, Fagan & Joy - BM, Les and Jo - Yam 500, Craig & Chris - Yam 500, Keith-BM 750 (hack bike), Phil - Honda 400/4, Peter - Triumph 650, Ian - Suki 850, Lindsay - Suki 380, Ted - Duke, Terry - 3 1/2 Morini, Tom & Jude - RS, Chris (me) - RS)

Left town via Burnley and Kew Boulevards (just to warm the riders up) and out through Warrandyte. Turned off to Kangaroo Ground and Keith Harris decided to start his own ride. After five or six kms I caught him and put him back on the right track. It was no-one's fault, but it just shows how important it is to have two corner markers.

We travelled out to Yarra Glen via Kangaroo Ground and Christmas Hills, good dry roads all the way. We travelled from Yarra Glen to Healesville and onto Woori Yallock, then through 25km/h corners (for some) into Launching Place. More winding roads and then into Warburton for a petrol stop.

The weather, which had started out fine, turned cold and overcast. We gained an insight to the next part of the ride when a car went past (coming from Reefton Spur direction) with snow piled on the front. Tom just smiled.

Up through one of the best roads I've ever ridden (Reefton Spur). On the way through I collected a few trees (ask Les and Ted) and onto Marysville via Cumberland Junction (with a bit of dirt thrown in).

Stopped at Marysville for lunch and left again about 1.45pm. Heading back to Healesville I was corner marker just out of Narbethong and Craig and the rear rider (Peter) hadn't shown up. I went back to find Craig travelling very slowly, with a suspected broken clutch cable. We found out later that he fixed it in about 10 minutes, but we had turned off and so he headed for home.

Into Healesville for a short fuel stop. The headed for Kinglake and turned off into the Toolangi State Forest for many and various dirt roads which came out near Yea. From Yea we continued on to Flowerdale, Kinglake and through Kinglake National Park. Once again I was corner marker (I always seem to end up sitting on a corner waiting for somebody.)

There was a long break just outside Kangaroo Ground. I talked to Ted while waiting for a couple of riders. It turned out that Phil on the 400/4 had dropped his bike in the last stretch of dirt. He was unhurt thanks to wearing a leather jacket. His bike had minor damage to the fairing and front indicator.

Back through Warrandyte to Tom and Jude's for afternoon tea, pavlova (eaten mostly by K.H.) and lots of other goodies.

We covered about 400km of most of the best fanging roads around Melbourne. Those present voted to have six Captain's Rides next year. Start planning, Tom.

As a new member I would like to thank all members of the Club for making me feel welcome and showing me what real riding is all about.

Many thanks to Tom and Jude for a great afternoon tea.

**Chris BMW RS**

# AN EVENT OF SOME IMPORTANCE

I started up the hill and there they were.
One of them was hardly twenty, the other maybe more.
They were still.
Dead I knew.

I slowed but didn't stop.
A cop was waving traffic past.
No ambulance had yet arrived
but two police cars kept a guard
on the coroner's new dibs.

One bike was halfway up a wall
the front wheel still spinning.
The other, folded over like a half-left sandwich,
grew like sculpture in the middle of the road
and blossomed with the red of one of them.
I didn't know which one.

Looking back
from further up the hill
I saw one cop strike up some flares.
Still no sirens in the distance.

Traffic now crawled up behind me
slowly till we hit Mulholland
and the other side.

Down below was Christmas
as it always is.
Searchlights.
Perhaps a used-car lot was opening
or another shop with shiny motorcycles.

The evening paper
in the driveway once again.
I picked it up before I parked the car.

Inside I sat down with a cup of coffee

and wrote a poem on what it's like

to miss a falling star.

Perhaps I should have made a wish on one of many searchlights,

biting at the clouds.

More dependable than stars

in California.

ROD McKUEN

---

## MOTORCYCLE HOSPITALITY

One of the joys of being a motorcyclist is that one finds that other riders, and particularly touring riders, extend a hospitality and helpfulness to each other and this companionship of the road is not shared by four-wheel drivers these days.

If you enjoy touring, then a membership of a club with a Touring Directory is a great help as I have found when travelling about Australia. The Directory works this way. All members have a number and membership card, and each has a copy of The Directory which is periodically updated. Under the listings for a town (along with the distance and direction of the town from the respective State capital), and the first name of the member with their telephone numbers and a code indicating what can be offered such as coffee and conversation, bed space, camping space, workshop tools and the availability of a trailer to pick up a bike. Membership involves offering and receiving hospitality.

The riders who have called upon me have all been genuine decent folk and one was even recruited for my Department at work. I have always been treated splendidly when travelling, and instead of calling at a place where I knew no-one, I have found not only a friendly welcome, but useful local advice on what to see.

Depending on your travel plans, I can recommend these clubs either by my recommendation or by their reputation.

In Australia

Australian Touring Motorcyclists Association

P.O. Box 23, Aldinga Beach, South Australia 5173

In the U.S.A

Gold Wing Owners Assoc.

P.O. Box 88. Gladstone, Oregon 97027USA

Gold Wing Road Riders Assoc.

3662 W. Lawrence Lane, Phoenix, Arizona 85021 USA

B.M.W Riders of America

1055 Bird Ave., San Jose, California, USA 95125

B.M.W Motorcycle Owners of America

P.O BOX 74, Newark, 94560, California USA

If anyone would like any further advice, I would be pleased to assist. Good riding. Great touring.

**Darren GL 1000**

## AUSTRALIAN STANDARD SPECIFICATION (1698-1974) FOR PROTECTIVE HELMETS FOR VEHICLE USERS

SCOPE. This specification sets out the minimum performance criteria and test requirements for protective headgear for vehicle users, as designed to mitigate the adverse effect of a blow on the head. The specification is written with particular reference to motor cyclists, but is equally applicable to all vehicle users, including racing car drivers and racing motor cyclists under Australian conditions.

The specification includes tests for impact attenuation, penetration resistance, strength of the retention system and its attachments, peripheral vision and flammability.

Specific marking requirements are also included.

DEFINITIONS. For the purposes of this specification the following definitions apply:

Protective helmet - a device worn on the head, designed to mitigate the adverse effects of a blow to the head within a specified area. Hereinafter referred to as a 'helmet'.

Shell - the hard smooth material that provides the general outer form of the helmet.

Peak - an extension of the shell above the eyes.

Retention system - the complete assembly by means of which the helmet is retained in position on the head during use.

Chin strap - a strap of material which passes under the wearer's chin to retain the helmet in position.

Basic plane - a plane through the centre of the right and left ear openings and the lower edge of the eye sockets (fig1) and represented on a reference headform (fig2) or test headform.

Mid-sagittal plane - a longitudinal plane through the apex of a reference headform or test headform, perpendicular to the basic plane and geometrically bisecting the headform (fig3)

Reference plane - a plane above and parallel to the basic plane on a reference headform or test headform (fig 2) at the distance indicated in fig4.

Reference headform - a measuring device contoured to the dimensions shown in fig 4 with surface markings indicating the locations of the basic, mid-sagittal and reference planes, and the centres of the external ear openings.

Test headform - a test device contoured to the dimensions shown in fig 4 for all surface areas that contact the helmet, with surface markings indicating the locations of the basic, mid-sagittal and reference planes.

Helmet positioning index - the distance, as specified by the manufacturer, from the lowest point of the brow opening at the lateral midpoint of the helmet to the basic plane of a reference headform, when the helmet is firmly and properly positioned on the reference headform.

Test line - a line drawn on the outer surface of a helmet coinciding with portions of the intersection of that surface with the following planes, as shown in fig 2:

a. A plane 25 mm above and parallel to the reference plane in the anterior portion of the reference headform.

b. A vertical transverse plane 63.5 mm behind the point on the anterior surface of the reference headform at the intersection of the mid-sagittal and reference planes.

c. The reference plane of the reference headform.

d. A vertical transverse plane 63.5 mm behind the centre of the external ear opening in a side view.

e. A plane 25 mm below and parallel to the reference plane in the posterior portion of the reference headform.

Projection - any fixed part which extends abruptly beyond the surface of the helmet.

PLACE FIG 1,2 AND 3 HERE

CONSTRUCTION

General. The helmet shall consist of a shell with a hard smooth outer surface capable of resisting penetration, a means of absorbing impact energy and a retention system.

None of the protective components of the helmet shall be inadvertently detachable.

Any devices fitted to the helmet shall be such that they are unlikely to cause injury to the wearer in the event of an accident.

Retention. The retention system shall be so constructed that when properly fastened, the helmet cannot be readily dislodged from its normal position on the wearer's head under impact conditions. 'A chin cup shall not be fitted to the chin strap.'

Projections. The helmet shall have no rigid projections inside the shell. Rigid projections outside the shell shall be limited to those required for the operation of essential accessories and shall not protrude more than 5 mm. No materials of a hard or brittle nature, such as metal or hard plastics, shall be used in the edging of the shell opening’s.

Eye Protectors. Eye protectors shall comply with AS 1609, Automotive Eye Protectors.

Conspicuity. Not more than 50 percent of the exterior surface of the helmet shall be black.

NOTE: The exterior surface of the helmet should be a colour, or combination of colours, that is conspicuous in daylight. At least part of the exterior surface of the helmet should also be retro reflective, or have retro reflective material adhered to it, at the front, rear and sides, for the purpose of providing night conspicuity.

Helmet Positioning Index. Each manufacturer of helmets shall establish a positioning index for each helmet he manufactures. This index shall be furnished immediately to any person who requests the information, with respect to a helmet identified by manufacturer, model designation and size.

MATERIALS. Except as specifically provided for herein, the characteristics of the materials used in the manufacture of helmets shall be established by the manufacturer as being suitable for the purpose, having regard to the following:

a. The characteristics of the materials used in the manufacture of protective helmets should be known not to undergo appreciable alteration under the influence of ageing, or the circumstances of use to which the helmet is normally subjected, such as exposure to sunlight, extremes of temperature, and rain. Ultraviolet inhibitors should be used where necessary.

b. Materials used for those parts of the helmet coming into contact with the skin or hair should be known not to undergo appreciable alteration arising from contact with perspiration, or skin or hair toiletries. Materials know to cause skin irritations or disorders should not be used.

c. All metal parts used in the construction of the helmet should be corrosion resistant or should have a corrosion-resistant finish.

PERFORMANCE REQUIREMENTS

Extent of Protection. The entire area of the helmet above the test line shall attenuate impact energy and resist penetration at least to the requirements specified in the tow following paragraphs.

Impact Energy Attenuation. When tested by the method described under 'Tests' the headform acceleration shall not exceed the following:

a. 400 g peak

b. 200 g for a cumulative duration of 3.0 ms.

c. 150 g for a cumulative duration of 6.0 ms.

None of the protective components shall become detached under test impact.

Resistance to Penetration. When tested by the method described under 'Penetration Test', the striker shall not contact the surface of the test headform.

Strength of Retention System. When tested by the method described under 'Retention System Test', the retention system or its attachments shall not separate, and the elongation between pre-load and test load shall not exceed 25mm.

Where the retention system consists of components which can be independently fastened without securing the complete assembly, each such component shall independently meet the requirements of this clause.

Peripheral Vision. When measured by the method described in 'Peripheral Vision Test', the helmet shall provide peripheral vision clearance to a minimum of 105 degrees on each side of the mid-sagittal plane. In addition the brow opening of the helmet shall be at least 25 mm above all points in the basic plane that are within the specified angle of peripheral vision.

Flammability. When tested by the method described under 'Flammability Test of Shell and Peak', the material of the helmet shell and peak shall be self-extinguishing or resistant to flame propagation. or shall not burn at a rate exceeding 75 mm/min.

SAMPLING. Four helmets of the same size shall be submitted for test. The helmets shall be in the condition in which they are offered for sale and shall be accompanied by all attachments, including protective eye devices, normally sold with the helmet.

Smaller sizes of helmet may be approved without additional testing, provided that they are identical with the helmet tested in respect of materials, thickness of material, construction and space between the head of the wearer and the shell of the helmet.

CONDITIONING FOR TESTING. Prior to testing, the helmets shall be conditioned as follows:

a. Ambient Temperature. The first helmet shall be conditioned by being exposed to a temperature of 18 - 25oC for 24 h.

b. Low temperature. The second helmet shall be conditioned by being exposed to a temperature of -5 - -2oC for 24 hours in a controlled environmental temperature apparatus.

c. High temperature. The third helmet shall be conditioned by being exposed to a temperature of 50 - 52oC for 24 hours in a circulating air oven.

d. Water immersion. The fourth helmet shall be immersed in water at a temperature of 18-25oC for 24 hours.

If during testing, the time out of the conditioning environment for a test helmet exceeds 5 min, the helmet shall be returned to the conditioning environment for a minimum of 3 mn for each 1 min out of the conditioning environment or 24 h, whichever is the less, before testing is resumed.

NOTE: Helmets which perform satisfactorily after conditioning at a lower temperature than -5o--2oC may be considered to comply with the low temperature test requirement.

EXTENT OF TESTING. Each helmet after its respective conditioning as specified under 'Conditioning for Testing', shall be subjected to all of the tests and inspections set out in 'Tests'.

The impact energy attenuation test shall be carried out first, followed by the penetration test and test for strength of the retention system, in that order. The remaining tests may be carried out as convenient.

LABORATORY CONDITIONS. The tests shall be conducted at an ambient temperature of 18-30oC.

TEST HEADFORMS. The dimensions and the contours of reference and test headforms shall conform nominally to Fig 4.

Test headforms for impact energy attenuation testing shall be constructed of magnesium alloy, e.g. K-1A, and shall exhibit no resonant frequencies below 3000 Hz.

For the penetration test, the contactable surfaces of the test headform shall be constructed of a metal or metallic alloy having a Brinell hardness number not greater than 55, which will readily permit detection should contact by the striker occur. The surface shall be re-finished if necessary, prior to each penetration test blow to permit detection of contact by the striker.

NOTE: The composition of magnesium alloy K-1A is 0.7 percent zirconium, balance magnesium.

DETERMINATION OF THE TEST LINE OF THE HELMET.

The test line of the helmet shall be determined as follows:

a. Place the complete helmet to be tested on a reference headform of the largest size which it fits when the headband is adjusted to its largest setting or, if no headband is provided, the largest size corresponding to the interior surface of the helmet. Ensure that the reference headform is firmly seated with the basic and reference planes horizontal.

b. Apply a static load of 45.0-0.5 N to the apex of the helmet. Centre the helmet laterally and seat it firmly on the reference headform according to its helmet positioning index.

c. Maintaining the above load and position, draw the test line as defined under 'Test Line' on the outer surface of the helmet.

POSITIONING OF THE HELMET FOR TEST. The helmet shall be placed on a test headform of the same size as the reference headform used for determining the test line, in a position that conforms to its helmet positioning index. The helmet shall be secured so that it does not shift position prior to impact or to application of force during testing.

The retention system shall be placed in such a position that it does not interfere with free fall, impact or penetration. Accessories shall not be fitted.

TESTS.

Impact Energy Attenuation Test.

Method. Impact energy attenuation shall be measured by determining the acceleration imparted to an appropriately instrumented test headform on which a complete helmet is positioned as specified under 'Positioning of the Helmet for Test' when it is dropped in guided free fall upon flat and hemispherical steel anvil fixed to a rigid steel anvil base. Typical apparatus is shown in Fig5.

The flat steel anvil shall have a minimum diameter of 127 mm and the hemispherical steel anvil shall have a 48 mm radius. The anvils shall be mounted on a solid mass of at least 130 kg, which shall be faced with a steel plate of at least 25 mm thickness and at least 0.1 m2 surface area.

The mass of the drop assembly, which shall be the combined mass of the instrumented test headform and the supporting assembly, shall be as specified in Table 1. The mass of the supporting assembly shall not exceed 29 percent of the mass of the drop assembly. The centre of mass of the combined test headform and supporting assembly shall lie within a cone having its axis vertical and forming a 10 degrees included angle with the vertex at the point of impact.

The acceleration transducer shall be mounted at the centre of gravity of the combined test headform and supporting assembly, with the sensitive axis aligned to within 5 degrees of vertical when the test headform is in the impact position. The acceleration data channel shall comply with SAE Recommended Practice J211 (a), Instrumentation for Impact Tests - Requirements for Channel Class 1000.

TABLE 1

MASSES OF IMPACT ENERGY ATTENUATION

TEST DROP ASSEMBLIES

| Test headform size | Mass of drop assembly kg |
|---|---|
| A | 3.5 |
| B | 4.0 |
| C | 5.0 |
| D | 6.0 |

The heights of guided free fall onto hemispherical and flat anvils shall be 1340+30 -5 mm and 1830 +30 -5 mm respectively, when measured as shown in Fig 5.

Procedure. The helmet, with the adjusting components above the basic plane fully relaxed, shall be positioned as specified under 'Positioning of the helmet for test', and subjected to impact at four sites with two successive impacts at each site. All impact sites shall be above the test line and shall be separated from each other by a distance not less than one-sixth of the maximum circumference of the helmet. Two pairs of impacts shall be upon a flat steel anvil and two upon a hemispherical steel anvil.

Calibration of test apparatus. The test apparatus shall be calibrated before and after each series of tests in respect of the velocities of impact, which shall not differ by more than 3 percent from the velocities of impact theoretically obtainable in free fall in vacuo at the test location from the specified drop heights of 1340 mm and 1830 mm.

PENETRATION TEST.

Method. The penetration test shall be conducted by dropping the penetration test striker in quided free fall, with its axis aligned vertically, onto the outer surface of a rigidly mounted helmet, positioned on a test headform as specified under 'Positioning of the helmet for test' at a point above the test line except on a fastener or other rigid projection. The striker shall contact the helmet in a direction essentially normal to the outer surface of the helmet.

The mass of the penetration test striker shall be 3+0.45 kg. The point of the striker shall have an included angle of 60+0.5 degrees and a cone height of not less than 38 mm. The striking point shall have a radius of 0.5+0.1 mm and a hardness of at least 60 Rockwell (Scale C).

The rigid mount for the penetration test headform shall be as specified for the anvil base under 'Method'.

The height of the guided free fall shall be 3000 mm as measured from the striker point to the impact point on the outer surface of the helmet.

Procedure. The helmet, with the adjusting components above the basic plane fully relaxed, shall be positioned as specified under 'Positioning of the helmet for test' on a rigidly mounted test headform and subjected to at least two penetration blows at sites above the test line. These sites shall be at least 76 mm apart, and at least 76 mm from the centres of any impacts applied during the impact energy attenuation test.

Retention System Test.

Method. The retention system test shall be conducted by applying a static tensile load through a loading device to the retention system of a helmet when positioned as specified under 'Positioning of the helmet for test' on a fixed test headform and measuring the extension in the direction of application of the load.

The retention system test apparatus shall consist of a means of holding the test headform and helmet stationary, and a device by which a static tensile load may be applied to the helmet retention system. The retention system shall be fastened around two freely moving rollers, both of which have a diameter of 12.7 mm and a 76.2 mm centre-to centre separation, and which are mounted on the loading device. The helmet shall be fixed on the test headform as necessary to ensure that it does not move during the application of the test loads to the retention system and so that the points of attachment of the chin strap to the helmet shall be subject to the same test as the strap itself. Typical test apparatus is shown in fig 6.

Procedure. The helmet shall be positioned as specified under 'Positioning of the helmet for test'. A preliminary test load of 222 N shall be applied to the retention system, normal to the basic plane of

the test headform and symmetrical with respect to the centre of the retention assembly, for 30 s, and the maximum distance from the extremity of the loading device to the apex of the helmet shall be measured. An additional load of 1110 N shall then be applied to the retention system in the same way as the preliminary test load for 120 s and the maximum distance from the extremity of the loading device to the apex of the helmet shall be measured.

NOTE: On completion of the above test the retention system should be loaded to failure and the results reported.

Peripheral Vision Test.

Method. The angle of peripheral vision shall be measured at the intersection of the mid-sagittal and basic planes as shown in fig3.

Procedure. The helmet shall be positioned as specified under 'Positioning of the helmet for test' on a reference or test headform and the angle of peripheral vision measured at the specified point.

Flammability Test of Shell and Peak.

Method. A specimen approximately 13X140 mm shall be cut from the material of the shell in such a manner that the strip is as flat as possible. Lines shall be drawn across the specimen at 25 mm and 100 mm from one end. The other end shall be clamped in a rigid support so that the long axis of the specimen is horizontal, and the transverse axis is inclined at 45 degrees to the horizontal. The test shall be conducted with the specimens at ambient temperature in a draught-free atmosphere.

Procedure. An alcohol lamp or gas burner with the air supply adjusted so as to give a non-luminous flame 13-19 mm in height shall be placed under the free end of the specimen and adjusted so that the flame tip is just in contact with the specimen, the flame shall be removed and the specimen allowed to burn. The time taken for the edge of the flame to travel the distance of 75mm between the two lines shall be measured with a stopwatch and the rate of burning of the specimen determined in millimetres per minute. One specimen shall be tested from each helmet and the rate of burning calculated by averaging the results.

If three consecutive specimens do not burn to the second mark, the material shall be reported as resistant to flame propagation. If three consecutive specimens do not burn to the first mark and show no flame or after-glow 5 s after the burner has been removed, the material shall be reported as self-extinguishing.

The test shall be repeated using specimens of maximum practicable length up to 140 mm taken from the peaks of the helmets.

MARKING. Each helmet shall be permanently and legibly marked in such a manner that the marking can be easily read without removing padding or other permanent part, with the following:

a. Name of manufacturer.

b. Model designation.

c. Size.

d. Month and year of manufacture (may be spelled out, e.g.’ November 1974' or in numerals e.g. '11/74')

e. The words 'Vehicle Users Helmet'.

f. Instructions to user:

Shell and liner constructed of (identify type(s) of materials).

Helmet can be seriously damaged by substances such as petrol, paint, adhesives or cleaning agents.

Make no modifications

Fasten helmet securely.

If helmet experiences a severe blow return it to the manufacturer for inspection or destroy and replace it.

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

NOTE: The Standards Association of Australia is the owner of a registered certification trademark. This is shown below, enclosed in the words 'Approved to Australian Standard 1698'. This mark can be used only by manufacturers licensed under the Certification Mark Scheme operated by the SAA. The presence of this mark on or in relation to a product is an assurance that the goods have been produced to comply with the requirements of the Australian Standard under a system of supervision, control and testing operated during manufacture and including periodical inspection at the manufacturer's works in accordance with the Certification Mark Scheme of the SAA.

Further particulars of the terms of licence may be obtained from the Director, Standards association of Australia, 80 Arthur Street, North Sydney. NSW 2060.

INFORMATIVE LABELLING. In addition to the marking requirements under 'Marking' each helmet shall be accompanied by an informative brochure or label which shall include the following information:

a. No helmet can protect the wearer against all possible impacts.

b. For maximum protection the helmet must fit firmly on the head, and all retention straps must be securely fastened. With the chinstrap comfortably but firmly adjusted it should not be possible in most cases for the helmet to be removed from the head when pulled at the rear in an upward direction.

c. The helmet is designed to be retained by a strap under the chin.

d The helmet is suitable*/unsuitable for use with goggles.

e. No attachments should be made to the helmet except those recommended by the helmet manufacturer.

f. The helmet is designed to absorb shock by partial destruction of the shell and liner. This damage may not be visible. Therefore, if subjected to a severe blow, the helmet should be replaced even if it is apparently undamaged.

g. The helmet may be damaged and rendered ineffective by petroleum and petroleum products, cleaning agents, paints, adhesives, etc, without the damage being visible to the user. The following materials only should be applied to the helmet for cleaning purposes: (list materials)

*Delete words not applicable.