



**Issue 6
Volume 3**

June 2011

The Official Newsletter of Steel Horses Cruising Motorcycles Social Club Inc.

The Steel Horse

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Hi everyone. The AGM in September is approaching and I'm pleased to say that interest in the Management Committee positions is beginning to show. So just a quick reminder that you must be financial to nominate or vote, and have your forms in to the Secretary a minimum of 14 days before the meeting as spelt out in Rule 19.

The AGM will be held on Saturday 17 September 2011 so please come along and vote for your new management for 2011 - 12.

Pedro and Mozzi will be tying the knot on the 9th of July 2011 and have graciously invited all Steel Horses' members to share their special day with them. You can find all the details on the website under "events" (thank you Debbil).

The Spinal Injuries Association ride being organized by Boots is still on track with some paperwork still to be finalized. Steiny has also had some input which could turn the ride into quite an event. Boots will give us an update at the next meeting on his and Steiny's ideas.

There has been some discussion and confusion about the west meeting point. The official meeting point is McDonald's at 2 William Street, Goodna. However the Coffee Club, 12 Queen Street, Goodna has been suggested as a permanent replacement. The club can vote on their preference in general business at the June meeting.

Yogi is acting president whilst Ynot is on holiday and will be taking the chair again for the June meeting. Thank you Yogi.

For those who like to support the USCQ, here is an extract of an email sent to its members,

United Social Clubs of Queensland is having a ride to the Laverda Concourse on the 17th of July, this will be a great time for all those that can make it to get behind the boys and get along for the ride and show the government and the general public that we do care what happens with the crazy laws and regulations that they are trying to bring in. There needs to be a show of strength and support so invite everyone that you know and has a motorcycle and licence to jump on board and get along on the day, it'll be a blast and the more the merrier. Details as follows:

USCQ Group Ride to Laverda Concours 17th July 2011

Meet at Calamvale Hotel, top car park at 8am, Leave time 8.30am sharp for a leisurely ride to the Laverda Concours at the Cleveland Showgrounds.

Rowdy....

Deadline
2nd Tuesday of every
month

Who's who

Management Committee

GM—Rowdy (acting)

Mobile: 0423 196 380

Email: alecgriggs@bigpond.com

President—Ynot

Mobile: 0417 758 792

Email: tw.lowe@bigpond.com

Treasurer—Drastic

Mobile: 0438 785 662

Email: david.hall@rentco.com.au

Secretary—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Coordinator—Sugar

Mobile: 0417 636 158

Email: sarge44@bigpond.net.au

Riders' Delegate—Rowdy

Mobile: 0423 196 380

Email: alecgriggs@bigpond.com

Club objectives

The objects of the club are to encourage members to regularly meet, ride, and join together for social enjoyment

Membership

Membership is open to Riders and Pillions of Cruiser and Tourer motorcycles, as well as Social Members.

Currently, the annual membership subscription is \$36 for Riders, \$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.

Monthly Meetings

Steel Horses Cruising Motorcycles Social Club Inc meets every 3rd Tuesday at Lord Stanley Hotel, East Brisbane, Brisbane at 7.30 pm. Lord Stanley Hotel is at the intersection of Didsbury St, and Stanley St East, East Brisbane.

Postal address

The Secretary

PO Box 319

Mt Gravatt Plaza, Qld, 4122

Club Merchandise

Please contact the **Merchandiser** (see **Other Roles** to the left) if you are interested in **Steel Horses Cruising Motorcycles Social Club Inc.** merchandise. See the last page for NEW merchandise.

Other roles

Merchandiser—Drastic

Mobile: 0438 785 662

Email: david.hall@rentco.com.au

Editor—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Proof Reader—Jenny

Ride Captain (South) -

Avachat

See Event Calendar for details

Ride Captain (North) - Boots

See Event Calendar for details

Ride Captain (West) -

Sam / Cosmo

See Event Calendar for details

Webmaster—Debbil

Mobile: 0417 747 168

Email: ijandja@bigpond.com

Internet presence

THE CLUB WEBSITE IS AT:

steelhorsesinc.com

(steel horses inc dot com)

Disclaimer

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

5th Mild Hogs Ride—update!

The Mild Hogs Ride is on Monday-Tuesday-Wednesday 22-23-24 August 2011.

Unfortunately, due to his accident and resulting shoulder replacement, Debbil doesn't yet feel able to ride comfortably for the 400-500 km needed each day. He had planned the ride to be 1,300 km with approximately 19 hours riding over 3 days.

So he thought about CANCELING this year's ride. However, this would be particularly unfortunate as a number of Riders have already expressed interest in participating.

This article was going to let you know that the 2011 Mild Hogs Ride needed a Ride Leader so that the tradition could continue.

Fortunately Avachat, the new South Ride Captain, has put his hand up to take it. He knows the part of the world where the ride's going so is a particularly good choice.

At the moment, the route will probably be:

Day 1: McDonalds Calamvale to Coffs Harbour NSW (overnight Coffs Harbour), via Casino, Grafton, and Glenreagh to Coffs Harbour: 390 km, 6 hours riding.

Day 2: Coffs Harbour to Inverell (overnight Inverell) via Kempsey, Oxley Highway (Yessss!!) from Wauchope to Walcha, then Thunderbolts Way to Uralla and Inverell: 490 km, 6½ hours riding

Day 3: Inverell to Brisbane via Ashford, Texas, Greenup Rd, Oman Ama, Leyburn, Clifton, Ma Ma Creek Rd, Laidley, Rosewood, Ebenezer, and Goodna: 420 km, 6½ hours riding.

All up 1,300 km, 19 hours riding!

However, after Avachat has thought about it, some of the details may change.

So you don't disappoint Avachat by the roll-up, let him know ASAP at t_adams@tpg.com.au or on 0488 099 137 that you're taking part.

I'll be giving Avachat as much assistance on the route as he needs.

Debbil

ijandja@bigpond.com

0417 747 168

Members' Birthdays

Happy birthday to all members who celebrate their birthday this month. Members include Steiny.

VIP dates

- | | |
|---|-----------------------------|
| ♦ 17/07/2011—Laverda Concourse
(Cleveland Showgrounds) | ♦ 17/09/2011—AGM (Saturday) |
| ♦ 22-23-24/08/2011—Mild Hogs Ride | ♦ 25/12/2011—Christmas Day |
| | ♦ 01/01/2012—New year's Day |



Today is a day for firm decisions! Or is it?

Ride Report— South— 15 May 2011

The editor did NOT receive a report , but Boots sent in some photos. From the ride



Ride Report— West— 21 May 2011

No report received.

Ride Report— South— 29 May 2011

Well, Sunday's rides was a big fizzer.

Nobody showed up, so Sparra and I went for a ride with a couple of sports bike riders.

We had a great day.

Cheers

Steiny

Ride Report— West— 4 June 2011

Cosmo's big day out!

Yes, it is true. Cosmo had a day off work to go on a ride and what a good turn out we had – 12 bikes in total.

If you knew how many brain cells I've killed you would know how hard it is for me to remember who was there but I will try. There was Avachat and the lovely Peaches, BC, and guest Ian, Barney and guest Bob, Sarge, Rowdy, Steiney, Loges, Pedro plus yours truly and last but not least Boots.

The first stop was Aratula after going through Peak Crossing and Kalbar then up the big hill and into the cold.

After crossing Cunninghams Gap we took the Cedar Route to Kilarney and a pub stop. Now there was some discussion on where to have lunch; some were in favour of the pub and some wanted to go to Queen Mary Falls café. It was the café for lunch, but before we left Avachat was not feeling well and was going to head home. So after being sure he was OK to go alone we said goodbye to him and Peaches.

Next stop was Queen Mary Falls café for lunch. Now BC was not wanting to go here for lunch and I have made him promise to bitch slap me if I ever suggest we have lunch there again, because I think they made one order at a time and it took forever to feed us.

Next stop Boonah and Ned Kellys for a browse through, but Pedro blew the budget on some new bags for the back of the 109.

Last stop was the Peak Crossing hotel for a beer and our goodbyes.

What can I say? Another good day with good company.

See you round like a rissole.

Cosmo

Ride Report—South — 12 June 2011

Ride Cancelled



**All true wisdom
is found on T-shirts**

Event Calendar 2011

Where it says "Member's Choice",

We would like you to volunteer to lead a ride along your favourite roads.

If you want to suggest the route or even take the Ride, email the relevant Ride Captain at least two weeks before to let him/her know the meeting point (you decide), the route, the distance, and approximate ride duration.

If everything is OK, the Ride Captain will approve it and let you know ASAP.

When the Ride Captain lets you know, you MUST then email all members to give them advanced notice of the ride details. (if you can't do that, ask the Secretary to do it ASAP).

If you are a Rider or a Pillion YOU should then lead the ride.

If nobody volunteers, the relevant Ride Captain will take the ride as usual.

You must phone the relevant Ride Captain by 7.30 pm the night before a ride to confirm you wish to do that ride.

Meeting Points & Ride Captains

North	McDonalds, 290 Enoggera Rd, New-market	Boots—ozcruise@bigpond.com.au Mob: 0416 034 886
South	M1, Exit 38, Yatala (BP Service Centre)	Avachat — t_adams@tpg.com.au Mob: 0488 099 137
West	McDonalds, 2 William St, Goodna	Sam—samhobden@hotmail.com Mob: 0419 174 201 Cosmo—cutidea@bigpond.com.au (contact Sam) If you can't contact either SAM or COSMO, contact SHADOW—shadow-tt@bigpond.com Mob: 0407 151 302

June 2011

Sun 19	South	9.00 am	Poker Run & BBQ on Mt Coot-tha—Yatala, Beaudesert, Mt Ommaney, Mt Coot-tha (via Toll roads)	144 km 2 hours
Tue 21	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 25	West		Gatton, Toowoomba, Oakey, Hampton, Fernvale	280 km

July 2011

Sun 3	South	9.00 am	"Tour de Tweed" – Maudsland, Numinbah, Valley, Chillingham, Tyalgum, Murwillumbah, Stokers, Siding, Uki, Tomewin, Currumbin, Mudgeeraba, St Bernards, Tamborine, home	300 km
Sun 10	North	4.00 pm	NIGHT RIDE— Show and Pose ride. A leisurely run around the Brisbane locale then heading North to Redcliffe for dinner	?
Sun 17	All	? am	Laverda Concourse 2011, Cleveland Showgrounds	?
Tue 19	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sun 24	North	9.00 am	Samford, Mt Glorious, Somerset, Kilcoy, Landsborough (lunch), Maleny and home	?
Sun 31	West	9.00 am	Beaudesert, Kerry, Rathdowney, Mt Alford, Moogerah Dam, Kalbar, Peak Crossing, Yamanto, Home	?

August 2011

Sat 6	North	9.00 am	Bay Run—Bruce highway, Scarborough, Deception Bay, Bribie Island for lunch, Steve Irwin Way, Maleny, home.	?
Sun 14	South	9.00 am	"Steiny's Ride" – Beaudesert, Mt Lindesay Hwy, Grevillia, Kyogle, Uki, Smiths Creek, Murwillumbah, Bilambil, Tweed Heads, home	350 km
Tue 16	All	7.30 pm	Meeting at Lord Stanley Hotel, East Brisbane	
Sat 20	West	9.00 am	Boonah, Queen Mary Falls, Killarney, Maryvale, Aratula, Willowbank, Home	?
Mon-Wed 22-23-24	Mild Hogs Ride	8.00am	Day 1: McDonalds Calamvale, Casino, Grafton, and Glenreagh, Coffs Harbour: 390 km, 6 hrs. Day 2: Coffs Harbour, Kempsey, Wauchope, Walcha, Uralla, Inverell: 490 km, 6½ hours. Day 3: Texas, Greenup Rd, Oman Ama, Leyburn, Clifton, Ma Ma Creek Rd, Laidley, Rosewood, Ebenezer, and Goodna: 420 km, 6½ hours.	1,300 km 19 hours
Sun 28	North	9.00 am	The Gap, Neebo, Coal Creek, Brisbane Valley Hwy to Esk, Mt Hallen, Gatton, Rosewood, home	?

Pedro & Mozzi

Dear STEEL HORSES CLUB.

Trish + Peter request
that no presents be
bought please.

Instead they request
that a donation
towards their
honeymoon in New
Zealand would be
greatly appreciated

Thank You.

You are invited to the Wedding of

PATRICIA EYLES
(MOZZI)

PETER WRIGHT
(PEDRO)

Date 9th JULY 2011

Time 2.00 pm.

Venue RABY BAY HARBOUR
PARK, CLEVELAND

Rsvp 17th JUNE 2011

0467093363 - TRISH

0419991471 - PETER



**I want to know how to put my
laser printer on its “stun” setting**

Laverda 2011

The club will be taking part in The Laverda Club of Queensland's CONCOURS 2011. This year it will be Cleveland Show Grounds on Sunday 17th July.

Members will be needed on the Saturday to help erect the Club Marquee.






NEW VENUE CONCOURS 2011



BIKE SHOW

*Cleveland Show Grounds,
Long Street Cleveland
- Sunday 17th July, 2011
8.00am to 2.00pm
Trophies 2.30pm*

\$5 ADMISSION (OVER 15 YRS)
*this includes offstreet
motorcycle parking*

"Motorcycles must be in complete running order to be eligible for entry" Entries close 10.30am

WIN CLASSIFICATION WIN

1. Continental up to 750cc	8. American - post - 1967	9. Classic	18. Road Race
2. Continental over 750cc	9. American - prewar	10. International	19. Custom
3. British - pre - 1966	10. Japanese - pre - 1966	11. Custom	
4. British post - 1966	11. Japanese - post - 1966	12. Custom	

OVER \$4000 IN CASH & PRIZES
AT CLEVELAND SHOW GROUND 2011



Donations to the
Make a Wish
Foundation



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So you want to buy a helmet?

All motorcyclists need to own and use a helmet, but not all realise the importance of this item. All motorcyclists must wear an approved motorcycle helmet that complies with Australian Standard AS 1698, but there are many makes and models of motorcycle helmets available.

The primary goal of a motorcycle helmet is to protect your head from injury. Some helmets provide extra features, such as ventilation, face shielding, ear protection, or communications.

So how can you know which helmet suits you?

To answer this question you need to consider many factors. These include Type, Fit, Comfort, Convenience, Appearance, and Cost.

Type of Helmet

Helmet material

Manufacturers use a variety of materials in helmets and they all provide equal levels of protection in impact testing in accordance with the Australian Standard.

They may be Injection Moulded Plastic, Fibreglass, Kevlar, Carbon fibre, or a composite of various plastic fibres.

The material used in the outer shell has very little bearing on the helmet's ability to absorb an impact. The polystyrene inner liner absorbs the impact, not the outer shell.

Types of helmet include:

Full face helmet

These cover the entire head, with a rear that covers the base of the skull, and a protective section over the front of the chin. There is an opening for the eyes and nose, and often a clear or tinted transparent plastic face shield or visor. This shield generally swivels up and down. Many full face helmets include vents to increase the airflow to the rider. The significant attraction of these helmets is their protectiveness. Some wearers dislike the increased heat, sense of isolation, lack of wind, and reduced hearing of such helmets.



Modular or “Flip-up” helmet



These, also called “convertible” or “flip-front” look like a full face helmet when closed, but the chin bar pivots up. Many are designed to be worn only in the closed position for riding, as the movable chin bar is designed as a convenience feature, useful while not actively riding. The curved shape of an open chin bar and face shield may cause increased wind drag during riding. Since the chin bar also protrudes further from the forehead than the visor of an open face helmet, riding with the helmet in the open position may increase risk of neck injury in an “off”.

Open face helmet

An open face helmet covers the ears, cheeks, and back of the head, but lacks the lower chin bar of a full face helmet. It provides the same rear protection as a full face helmet, but little protection to the face. Many offer pivoting face shields or visors. If they don't, the user will need to wear wrap-around sunglasses or goggles to supplement eye protection.



Half helmet



A half helmet, also referred to as a “Shorty” or “Pudding Basin”, has the same front design as an open face helmet but without a lowered rear.

Continued on next page

So which should you choose?

This is one of the most difficult decisions to make when shopping for a helmet. Personal preference plays a big role here, but there is no question that, while an open helmet is typically cooler and allows more air flow, a full-face helmet offers the highest level of protection in an “off”.

Some people claim that full-face helmets make them feel claustrophobic and restrict their field-of-view, but the best way to find out how comfortable a full-face helmet can be is to try one on at a shop and decide first-hand what fits best.

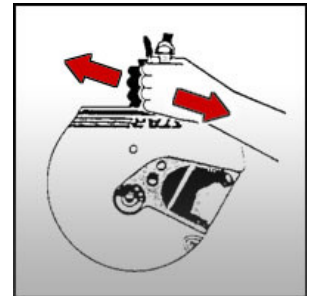
Helmet Fit

Putting on a helmet

Helmets of different shapes go on differently. Sometimes, the front of the helmet must go on first; other times, the rear. If the helmet flops down on your head with no resistance, you have your first indication that it may be too large. Obviously, if it won't slide down over your head at all, it is too small.

If you're not familiar with helmets, follow these instructions:

1. Grasp the helmet by the chin straps, with the front of the helmet facing you and the top of the helmet facing down as shown.
2. Place your thumbs on the inside surface of the straps and balance the helmet with your index fingers.
3. Spread the helmet apart with your hands, then lift it up and pull it down over your head.



Many people unfamiliar with helmets are reluctant to pull down if they meet resistance as the helmet goes on. To tell if it is really too small, or just snug going on you should continue the effort to get the helmet on. Only if the helmet is impossible to put on should you move up to the next size, as helmets that go on snug generally fit very well once on all the way.

Remember, most people will select too large a helmet. However, ill-fitting helmets are more likely to be noisy, windy and fatiguing to wear.

Make sure the helmet sits squarely on your head. Your eyes should be in the centre of the eye port of a full-face helmet with the top edge of the liner padding just above the eyebrows.

Fit is critical.

Proper fit is the single most important part of buying a helmet, yet it is typically the most misunderstood. A helmet that doesn't fit correctly can be uncomfortable, and may not properly protect you when needed.

Two equally important factors determine how a helmet fits – size and shape.

Size

Choose a helmet that fits well. Staff at good motorcycle outlets should be able to assist you with correct size selection.

Since “size” labelling (small, medium, large, etc.) can sometimes vary between manufacturers, a good idea is to try on helmets that are one size larger and one size smaller than the one you think is right.

Once you have the proper size, concentrate on helmet shape.

Shape

Different helmet manufacturers use different ‘head-forms’, or shapes, to design their helmets. Therefore a particular model of helmet may fit one person perfectly, but be uncomfortable for another person with a slightly different shaped head.

How should you find the shape that suits? The best way is simply to try on as many different models of helmet as possible. Once you find the right shape, a salesperson should be able to suggest other helmets that have a similar shape and fit.

Continued on next page

In fact, it's almost impossible to find the "perfect" fit, or even an acceptable fit, without trying on at least several different helmets and wearing each one for an extended period. Wear it for at least 5 or 10 minutes before you buy, to be sure it is comfortable. Even a helmet that feels great in the motorcycle outlet may feel like a medieval torture device after only a few minutes on a motorcycle.

Overall fit

There are a number of things to consider with helmet fit.

- ☐ In all cases the retaining strap must be securely fastened.
- ☐ A helmet should not move around on the head, nor place pressure on the forehead.
- ☐ Ask someone to try to pull it off your head by grasping it at the base of your neck and pulling up and forward over your eyes. The nose contact is the limit for most helmets, the less movement the better. If it comes off, it is dangerous - chose another style.
- ☐ Check your peripheral vision to make sure you are happy with the width of the eye-port. If you wear glasses, do they cause pressure points?
- ☐ Make sure there's enough front-to-back room so that the chin isn't pressing up against the inside of the chin bar. Try clenching your teeth -- the helmet should provide enough room for you to keep your mouth closed without undue discomfort.

Retention

If you think the helmet is a good fit, now check it for retention. There are a number of tests.

The roll-off test

With the strap securely fastened, hold your head steady. Now reach over the top of the helmet and grab the rear lip. Try to roll it forward off your head. Even when it hurts, you should not be able to get the helmet off. If it comes off, you need a different helmet.

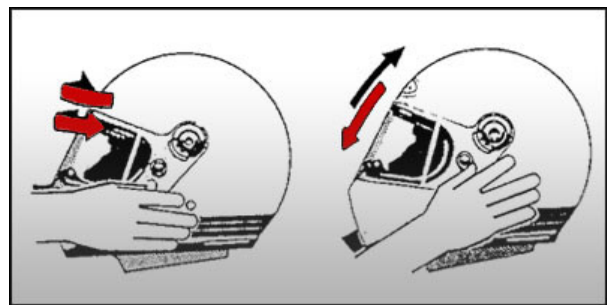
Check for Movement

Now that you are wearing the helmet, use a mirror to look carefully at the way it fits. Check to see if the cheek pads are in contact with the cheeks.

- ☐ Is there excess pressure on the cheeks?
- ☐ Look for gaps between the temples and the brow pad.
- ☐ Check the back of the helmet where the neck roll (if the helmet has one) makes contact with the neck. Does it touch at all? Does it push the helmet away at the rear, causing it to roll down over the eyes in front?

After your visual check, hold your head steady and grab the helmet in your hands - one on either side - and try to rotate it from side-to-side. Note any skin movement while doing this, as well as the amount of resistance to movement.

Next check movement up and down, again noting skin movement and resistance. If in either test there was little or no skin movement, and/or the helmet moved very easily, the helmet is too large.



It is important to note here that you should think about the comfort of the helmet during the fitting process - with respect to comfort, pressure points, or anything else that will help you make the right sizing choice.

A properly fitted helmet will cause the skin to move as the helmet moves. The wearer will feel that evenly distributed pressure is being continuously exerted around the head.

Helmets should grip the cheeks slightly as well as the rest of the head. The helmet should fit snugly so that it is stable when you shake your head side-to-side, front-to-back or up and down. A too-loose helmet may come off in an "off", and a too-tight one will be uncomfortable. If it only contacts the top of your head, that will soon become uncomfortable. Proper fit means that it is snug enough that your skin moves with it when you try to move the helmet on your head.

Continued on next page

Comfort

A number of factors make a helmet comfortable. The soft-foam comfort liner and the way it keeps the cold off your head and ears is vital. Venting plays a part, and features like the chin dam, intended to reduce wind noise, can also help.

- ❑ When trying on a helmet, don't just pull it on and take it right back off. Pull it on and position it properly. The helmet should stay in position even without the strap secured. Fasten the strap and leave the helmet on your head for fifteen or 20 minutes. There should be no pressure points. These usually occur around the crown or in the forehead. The helmet should provide even pressure all the way around with no hard points. Your ears shouldn't be pressed, but if your ears are sealed in a bit and sounds around you diminish, that's fine. This helps block wind noise, which will protect your hearing.
- ❑ The chin strap should be comfortable and have smooth padding that doesn't rub the neck. The visor should have an opening that doesn't block the vision and which can be easily adjusted for air flow, while the helmet shouldn't be too hot or too drafty.
- ❑ Helmet venting is a major issue. In vented helmets the shield is less likely to fog. They may also be an important consideration in hot weather.
- ❑ Vents come in an array of locations and configurations. Top vents tend to cool your scalp, while chin bar vents clear the face shield and cool your face.
- ❑ Vents may have some drawbacks. Protruding scoops are particularly susceptible to damage if the helmet is dropped or scraped against something while you are carrying it.
- ❑ Because they intercept the wind flow, they may also create some wind noise.

Face shield

Open-face helmets offer good protection but don't cover the face, which leaves the rider less claustrophobic but more exposed. If you are buying a helmet with a face shield, the shield should seal all the way around the edges of the helmet opening and be easy to operate and stay in position when raised. While you are trying the helmet on, close the shield and look for signs of optical distortion (such as straight lines that get curvy). If you note distortion anywhere near your normal line of sight, you should probably select a different helmet. Distortion is rare these days but can be quite annoying and tiring on long rides.

Make sure the shield allows you to wear glasses (they may be only sunglasses) comfortably.

Convenience

- ❑ A chin strap retainer stops the strap flapping when fastened.
- ❑ Fog shields and chin vents help to prevent misting.
- ❑ Removable and washable padding is a nice feature.

Appearance

There is a mind-boggling variety of graphics available for helmets, but the more complex they are, the more they tend to cost. If a dealer shows you a helmet you like with complicated graphics and quotes a horrifying price, ask what it would cost in a single colour. The difference is usually significant. Before you settle on basic black, however, consider a brighter colour. Florescent colours would be good, but solid yellow, red or white will also stand out more than black or another dark colour during daytime.

Cost

Chances are that the helmet that fits your head the best, has the most useful features, and feels the best on your head costs substantially more than the cheapest models you tried. If the cheapest helmet you saw fits as well as or better than the pricey model then go ahead and buy it. The protection will be comparable.

In Australia there is a standard for motorcycle helmets, which has recently been updated. If the helmet complies with the Australian Standard (AS/NZS1698) and is in good condition, then it will provide as much protection as you can expect provided it fits and is fastened correctly.

This means that you don't have to buy the most expensive helmet. The essential factor is fit. Cost is not an indicator of better protection but may relate more to comfort, features, appearance and the quality of the finish. ***

Merchandising—contact Drastic—see p. 2 for details



Steel Horses Caps \$17.00



Chopper sunglasses \$15

LADIES
Jeni B
3/4 Sleeve
Black



LADIES
Jeni B
3/4 Sleeve
White



Tee-shirts \$36

The club does not stock these but will put your name on a wait-list.

When the Merchandiser decides there are enough for a bulk order, you will then pay for your order.

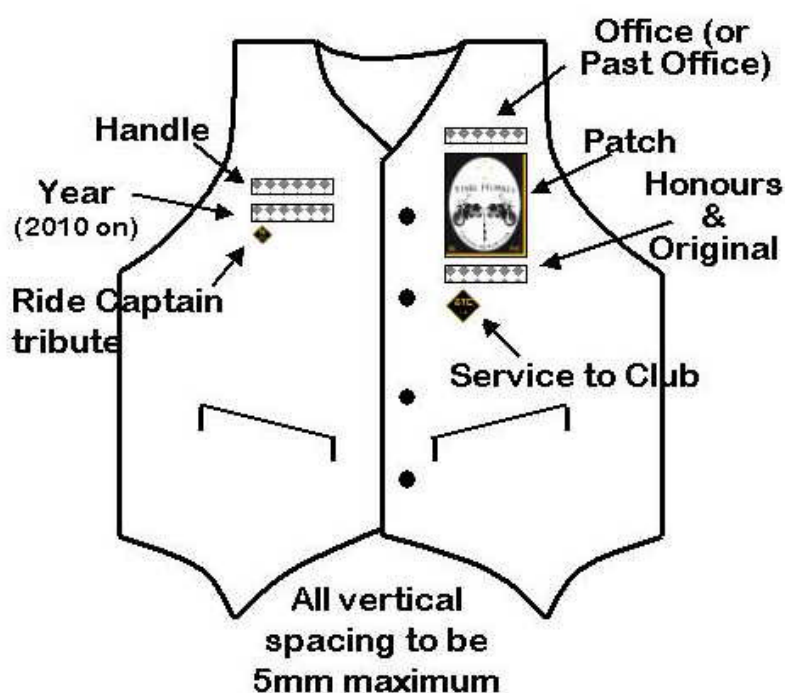
MENS
Johnny Bobbin
Long Sleeve
Black



MENS
Johnny Bobbin
Long Sleeve
White



How to wear your Patch and Insignia



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AGM info—VIP !!!!

At the AGM on Saturday 17th September, all club positions will be declared vacant. Each position will then be filled by a financial member elected by the meeting. If you are not present you will not be able to vote.

Before you nominate, remember that communication between positions is by EMAIL. If you **can't** or **don't** use email, you really shouldn't nominate as it won't help club operations.

Management Committee positions

- **Note:** All management committee members are eligible, on nomination and if financial, for re-election.
- **GM**—club figurehead with overall authority to ensure the club functions according to the Rules of Association. GM sets the overall club agenda and is the main influence for setting the club culture and vision. **Only financial Riders may nominate for the position but all financial members may vote on the position.**
- **President**—principle club organiser and in consultation with the GM, has overall responsibility for ensuring that the club is run in accordance with the Rules of Association, the Guidelines, and the desired club culture. **Only financial Riders or Pillions may nominate for the position but all financial members may vote on the position.**
- **Coordinator**—responsible for ensuring that all events are planned, programmed, and presented to all members in a timely manner. **Any financial member may nominate for the position.**
- **Treasurer**—principal club financial and commercial officer and has overall responsibility for all club financial and commercial dealings. **Any financial member may nominate for the position.**
- **Secretary**—principle club administrator, public officer, and has overall responsibility for club administration, and is the club contact for Department of Fair Trading. **Any financial member may nominate for the position.**
- **Riders' Delegate**—represents all members on the management committee, and is the first point of communication for issues of concern or clarification. **Any financial Rider may nominate for the position and only financial Riders may vote on this position.**

Non-Committee positions (may be co-held with a committee position)

- **Ride Captain (3 positions)**—plans, organises, leads and controls rides under his or her jurisdiction, and provide details of rides to the Coordinator for further action and reporting. Any financial Rider may hold the position.
- **Merchandiser**—is responsible for purchasing, acquiring, and distributing club merchandise at a profit for the club, and regularly reporting the financial and inventory status to the Treasurer. Any financial member may hold the position.
- **Webmaster**—responsible for maintaining the Club's website under the directions of the Secretary. Any financial member may hold the position.
- **Editor**—is responsible for producing and distributing the Club's newsletter as directed by the Secretary. Any financial member may hold the position.

Nominations and Voting

- Official Nomination forms are available on the club's website under *Forms > Nomination Form*, or use the "tear-off" last page of this newsletter.
- It doesn't matter how long you have been a member—please consider nominating!
- Completed official Nomination forms **MUST** be in the Secretary's hands by close-of-business on 3rd September **to be valid**. Emails only will NOT be accepted BUT official nomination forms scanned and attached to an email IS OK. It is strongly suggested that they be handed to the Secretary (or nominee) at the August meeting.
- If there is **only one valid nomination** for a position, the nominee will automatically take the position.
- If there are **two valid nominations** for a position, there will be a "first past the post" vote by all financial—and appropriate — members present.
- If there are **more than two valid nominations** for a position, there will be a "exhaustive" vote by all financial—and appropriate — members present who will cast a single vote for their favourite candidate. However if no candidate receives a majority of votes then the candidate with the fewest votes will then be removed from the nominations and a further round of voting will take place. This process will be repeated as many times as necessary until one candidate has a majority.
- If there is **no valid nomination** the management committee will later appoint a person to fill the relevant position.



Steel Horses Cruising Motorcycles Social Club Inc.

Nomination Form

For this to be a valid nomination
the Secretary **MUST** receive it completed at least 14 days before the relevant meeting
date.

Position being nominated: _____

Handle of person nominated: _____

I _____ (person nominated)

- ☐ declare that I am a financial member of the club
- ☐ state that I understand the roles relating the position above
- ☐ state that I agree to perform those roles to the best of my abilities.

Signed: _____ Member #: _____ Date signed: _____

Proposed by: _____ Member #: _____ Date signed: _____

Seconded by: _____ Member #: _____ Date signed: _____

..... Administrative use only

Nomination received on: _____

Received by: _____

[version 1.0]