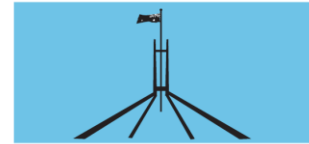


Shaft Drive Lines

June 2014

www.bmwccact.org.au

BMW Motorcycle Club
ACT



What's On

20 June, 29th Casper Rally @ Bumaroo Ford Camp Ground, past Taralga

22 June, Monthly Meeting. **Lunch** @ Lennox Gardens, Yarralumla

28 June, Christmas-in-Winter, with the BMWCCVIC @ Marlo, Victoria

6 July, Alternative Breakfast @ The Terrace Café, Australian War Memorial

20 July, Day Rude 7 Lunch to the Merida Café Marulan

27 July, Monthly Meeting, Casurina Sands Reserve Cotter Road



SHAFT DRIVE LINES VOLUME 34, JUNE 2014

2014-15 COMMITTEE

President:

Martin Robertson - R1200R, R80Rc
0409 329 270 & Husqvarna 630

President@bmwmccact.org.au



Vice President:

David Prest - K75
0423327912 (text is best)

Vicepres@bmwmccact.org.au



Ride Coordinator

Garry Smee - R1200ST / F800GS
0400 264 372 R100GSPD

Rides@bmwmccact.org.au



Secretary:

Dennis Littame - R1200GSA

Secretary@bmwmccact.org.au



Treasurer:

Bob Ellison - F800GS

Treasurer@bmwmccact.org.au

Membership Secretary:

Bruce Barter - R1150GS

Members@bmwmccact.org.au



Social Secretary:

Steve Hay, R1200GS
0422 006 727

Social@bmwmccact.org.au



Editor:

Vacant

Editor@bmwmccact.org.au

Public Officer:

Steve Hay, R1200GS
0422 006 727

Publicofficer@bmwmccact.org.au

Webmaster:

Martin Robertson - R1200R, R80R
0409 329 270 & Husqvarna 610

Web@bmwmccact.org.au



BMW Clubs Australia Delegate:

Garry Smee

BMWCA@bmwmccact.org.au



Cover Photo: Garry Smee

(L-R) Peter and David Morgan,
Martin Robertson and Garry
Smee stopped by Mt Ginnini on
our way home from the 45th Alpine Rally at
Brindabella.

ABOUT THE CLUB

Membership: You can apply to join the BMW MCCA Inc. online from the Club's website <http://bmwmccact.org.au>. Members can update their personal details by logging on to the Club webpage.

Meetings: Club meetings start at 0930 on the fourth Sunday each month at different locations across the ACT; currently Parks with BBQ's and following a cooked breakfast from 0830. The location and details are posted to the websites *What's On* and email reminders sent to members beforehand.

Activities: The Club's *What's On* web page details Club rides, social and other organised events. Members can email suggested rides and social events directly to the Ride Coordinator (rides@bmwmccact.org.au) and Social Secretary (social@bmwmccact.org.au) respectively.

The Club's webpage has the most current information. The Ride Coordinator and Social Secretary will email members reminders and late changes to events. Email is the principal means of communicating with Club members; it is up to you to ensure that your email contact address is up to date and mailbox not so full that messages do not get through.

You can also join our Yahoo group ACTGravelsurfers: <https://groups.yahoo.com/neo/groups/ACTGravelsurfing/>

Charity Support: Profits from the Club's *Kosciuszko Rally*, held each October, are donated to a nominated charity. Unfortunately, there was no profit in 2013 due to low numbers.

PRIVACY OF CLUB MEMBER INFORMATION

The Club's *Privacy & Spam* policy is available on the webpage or on request.

SHAFT DRIVE LINES

Whilst the Editor has absolute discretion, the Club welcomes contributions to our magazine 'Shaft Drive Lines'. Emailed content is preferred to the editor@bmwmccact.org.au or by @mail to:

The Editor, Shaft Drive Lines
BMW MCCA
PO Box 4042
WESTON CREEK ACT 2611

For emails, do not embed pictures or compress their size to less than 200 dpi.

BMW MCCA INC. RISK STATEMENT

Participants in BMW MCCA Incorporated (the Club) activities do so at their own risk as is obeying the law. The Club, Committee and members are not responsible for personal injury or loss arising from or through any Club activity. Remember your riding style impacts on the enjoyment and safety of other road users.

The opinions, articles and pictures published in this magazine are those of the individual writer and not the BMW MCCA Incorporated, Editor or BMW Motorrad. Technical articles and other such information where provided is for use at the discretion of the individual and are not intended to detract from genuine BMW spares, service and warranty.

BMW Clubs
Australia



BMW Clubs
International Council



<http://www.clubs.bmw.com.au/scripts/main.asp?PageID=12927>
<http://www.bmw-clubs-international.com>

PRESIDENT'S BANTER

Hi fellow members,

The weather experts have advised that this winter is milder than last, but it is still very cold on a bike at 100kph. With the *Alpine Rally* coming up, my thoughts were concentrated on suitable clothing and the number of layers one needs to wear. I usually wear three layers below my jacket, a neck warmer and long-johns with long woolen socks under winter riding pants for most winter trips. So I was interested in an article in the 1967 issue of the UK *Motorcycle Magazine*, courtesy of David Prest's desk cleanout, tilted "Keeping Warm on Winter Rides" by John Ebbrell.

Here is an extract. *"For my trip to the Elephant Rally, I toggled myself this way: double-texture string underpants and singlet; string T-shirt and long-johns; cotton T-shirt; denim shirt; lined horsehair trousers; Icelandic sweater; anorak; ex-RAF kapok-insulated flying suit; barbour suit; fleece-lined gauntlets and boots; neck towel, helmet, goggles and face mask."*

The writer made no mention of how he managed to get on and off his bike wearing his many layers of low-tech clothing but did say that the trip to the Nürburgring was perfectly warm apart from damp feet and frozen hands. Ha Ha, I'm guessing that the AJS outfit he rode didn't have heated grips.

Quality, purpose-built clothing is expensive but is a lot more effective and easily adjusted to changing conditions than the Vinnies setup described by John Ebbrell. I have nothing but praise for my recently acquired BMW Rallye 2 Pro jacket. Look for the article of our experiences at the 45th *Alpine Rally* in this issue.

At the end of this month is our *Christmas-in-Winter* dinner, held in conjunction with the Victorian BMW Club at Marlo on the 28/29th June. I went as the master of ceremonies in 2012 and all those that attended had a great time with lots of laughs with (and at the expense of) our Victorian cousins. Time is running out to book a seat at the Christmas table and get a bed, but, if you are considering going, contact Steve Hay our Social Secretary. Details are listed on the *What's On* webpage.

Ride Safely

Martin Robertson

WELCOME TO OUR NEW MEMBERS

Peter Groves

Mike Pavlich

Stephen Sims

Chris Nichols

Peter Groves

We look forward to meeting you on a ride or at a Club event

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Club President and trusty R1200R @ Mt Ginini

WHAT'S ON

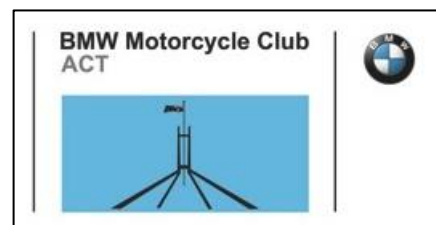
Club members meet for an informal breakfast each Sunday from 0845 at the [Thymes Thirty Three Café](#) 3/33 Ellendon Street Bungendore. Everyone is welcome from 0830-1000 and often an ad-hoc short ride is arranged on the day for afterwards. Please free up the tables from 1000 if you are not eating to make way for other customers.

The Clubs webpage <http://bmwmccact.org.au> and 'What's On' tab details Club rides and activities, as does the [Ride Coordinator](#) by email to members. Do not forget an article and pictures of your ride for the magazine! Send those to the [Editor](#)

| Date | Detail | Contact |
|-----------------------------------|--|--|
| 4 th Sunday each month | Club monthly meetings start at 0930 on the fourth Sunday at different locations. A BBQ breakfast from 0830 is available to members and visitors (\$5 for an egg & bacon roll and a coffee) beforehand and followed by a ride agreed on the day. | The President will advise the location by email and on the Club's website. Alternatively, you can contact the President directly at president@bmwmccact.org.au . |
| Riding events | Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au and has the most up to date information. Periodic email reminders are sent to Club members. If you are planning on a ride and want company, then email the Ride Coordinator before hand with ride and contact details and he/she will send an email to members. | Contact the Rides Coordinator (rides@bmwmccact.org.au) |
| Social events | Are listed on the <i>What's On</i> tab of the Clubs webpage http://bmwmccact.org.au and has the most up to date information. Periodic email reminders are sent to members. If you are coming along or want to host a social event then email the Social Secretary of your attendance (for planning numbers) or details of your event and he/she will send an email to members. | Contact the Social Secretary (social@bmwmccact.org.au) |

CLUB IDENTIFICATION

Looking for a sticker of the Club logo for your bike or badge to wear? Small Stickers \$0.50, large ones \$1.00 and enamel pin badges \$5.00. Send an email to members@bmwmccact.org.au to arrange for pickup, delivery and payment.



CLUB 2014 RIDE & SOCIAL CALENDAR



Do you want the Club to ride somewhere or do something in particular during 2014?

Then send your ride event or idea to rides@bmwmccact.org.au or Social event or idea to social@bmwmccact.org.au.

IMPROVING MEMBER RIDING SKILLS

One of the Club's objectives is to improve club members riding skills. In recent years, the Club has sponsored and organised rider skills training and motorcyclist first aid courses. This year the Committee has adopted a different approach where you book, pay and attend a selected rider-training program and on completion present your 'certificate' to the Treasurer who will reimburse you \$100 off the course cost. Sorry no reimbursement for travel, accommodation, meals or entertainment: only the training course.

The Committee has approved the following training providers and courses. If you find another one, please send the details to the Committee@bmwmccact.org.au for consideration.

- [BMW Australia Off Road Rider Training](#), various locations,
- [Stay Upright ACT](#) @ Sutton,
- [Academy of Off Road Riding](#) @ Nelligen
- [Top Rider Motorcycle Rider Training](#) @ Marulan, (occasionally in Canberra, check the web).
- [California Superbike School \(Australia\)](#), various race track locations.

In anticipation of the massed enthusiasm, for 2014 the subsidy has a 20-member course cap. We will keep you up to date on where we are at and if you are concerned please email the Treasurer@bmwmccact.org.au before booking your course.

The rules!

- You must be a current financial member of the BMW MCCA ACT Inc. Yes, we will check.
- You must book, pay and attend a course with one of the rider training organisations listed above.
- You, having successfully completed your course send a copy of your course completion certificate to the Treasurer@bmwmccact.org.au with your contact email and bank details, and
- The Treasurer, having validated your details will then reimburse you \$100 (maximum).
- You can claim only one reimbursement for this program cycle, April 2014 to February 2015 AGM.

MOTORRAD RALLY 2014



The Club is hosting the inaugural BMW Clubs Australia Motorrad Rally over the weekend 3-6 October 2014 in Lake Cargelligo.

The rally is open to BMW Clubs Australia member motorcycle clubs and riders.

The format is relaxed and will include local rides on Saturday afternoon, a casual dinner and guest speaker on Saturday night, group breakfast and photo on Sunday morning before riders head for home.

Lake Cargelligo is located in the south west of NSW and riding distance from Adelaide, Melbourne, Sydney and Brisbane and a

little bit further for our West Australian cousins.

You read more on Lake Cargelligo and accommodation options [here](#), and register on the Club webpage [What's On](#). Will you be there?

Planning a ride? Then the Club's *Kosciuszko Rally* is the following weekend; then *Australian MotoGP* at Phillip Island and finally the Moto Guzzi Owners Club Victoria *Spaghetti Rally* at Edi to round out the month.

CLUB SPONSORED FIRST AID COURSE



The Club is planning a subsidised first aid course for members with a motorcyclist component.

As important as Rider training is in preventing the accident, having someone trained in first aid on scene after the accident is just as important.

This nationally accredited course will benefit you, along with your riding companions, family, work colleagues and community.

The Clubs *What's On* page has the details where you can register your interest in the course for **Sunday 10th of August 2014** at *The Irish Club* Weston.

45TH ALPINE RALLY, 7 – 8 JUNE 2014

David Morgan, R1200GS

Departing Jerrabomberra in sunny, clear weather conditions, Peter Morgan (R1200GS) and I duly made the appointed Club RV at Cooleman Court, Weston Creek, a tad after 1 PM where we met up with Ride Coordinator, Garry Smee (F800GS) and Club President, Martin Robertson (R1200R).

As luck would have it, there was a Scottish restaurant nearby where those of us who needed to, could deal with our luncheon requirements, after which we rolled out of Weston Creek towards the Brindabella's on the first leg of our short run to the 45th Alpine Rally. Alternating between the Brindabella Valley and the Yarrangobilly Homestead sites each year it was the formers turn on this occasion. Martin on point took us via his favoured route of Weston, Wright and Uriarra Crossing and then into the Brindabella ranges proper.



After hitting the gravel, it seemed as if most of Canberra decided to spend the weekend cutting up and down the Brindabella Road, given the amount of traffic going and mostly, coming. Making Piccadilly Circus, we stopped briefly to look around and admire an unusual Moto Guzzi outfit also going to the rally. The chair looked hard-core and very much in the style of outfits seen at speedway gigs.

Passenger comfort took second place to handling and corner speed. The “plumbing” from the two 20 litre jerry cans making up the back and seat of the chair was something to behold; we figured the outfit had in the order of 60 litres of fuel when gassed up.

From Piccadilly, we ran down the western side of the Brindabella range to make the Brindabella Valley Road S towards the rally site. About 7kms south we made the turn onto the private property, with the final few hundred metres leading us to the rally site by the E bank of the Goodradigbee River.

On arrival, it was evident that there were already a goodly number of rally goers on site. Shortly after arriving, club member Mikel Penna (R1200GS) came over to greet us having made the journey over the mountain that morning.

After establishing camp amongst the scrub and wombat holes, it was time to relax and wander about looking at the many and various types of motorcycling machinery that made the rally and to catch up and swap stories with other rally goers. Notwithstanding the coming of sunset, folks managed to fend off the cool air with a judicious application of a blazing fire combined with the intake of some stimulating beverages. Later in the evening, rally organiser Henning Jorgensen had appropriate entertainments organised to mark the occasion, being the Queen's Birthday weekend and all. A little later in the evening, we were entertained further by “Old Mate” who staggered up to our humble hearth and then did his best to either roll into the fire or the nearby wombat hole. Eventually, well into the early hours in some cases, the rally quietened down as folks trickled off to tents, swags, or a piece of ground by a fire.

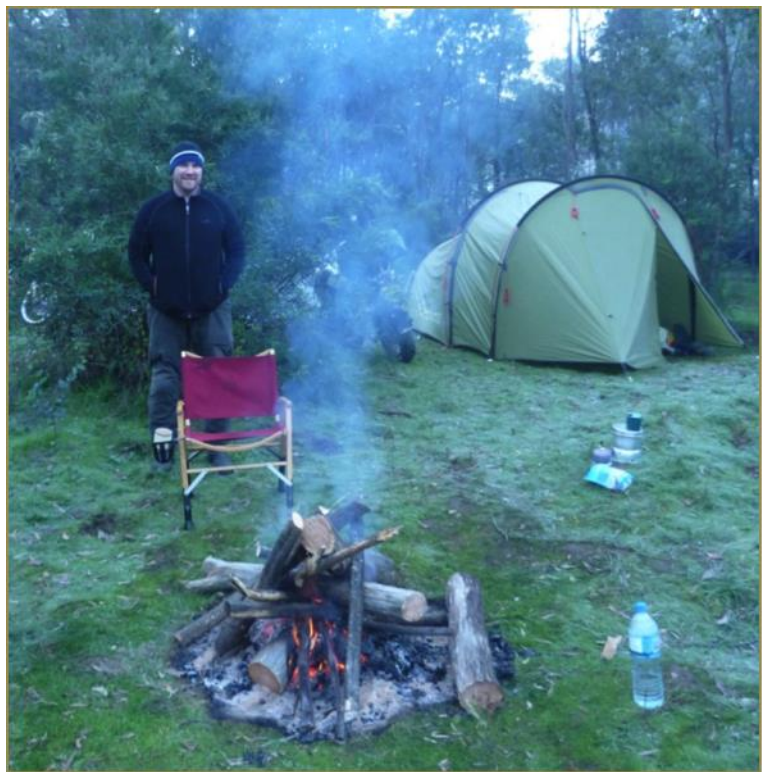
So, although sunrise was officially just after 7 AM, it was not until well after eight before we started see some sun break over the hill above the rally site, into our area and thaw the frost off tents, motorbikes, etc. At 9am, Henning called the troops to order and had his official welcome, awards, and notices. Warming to his theme of the past few years, he made an appeal for younger riders to come to the rally and keep the *Alpine Rally* going into the future.

Formalities over, it was time to break camp and load the bikes up for our trip back across the ranges. The run out of the rally ground up over the back hill caught a few rallyists out in the slippery conditions, but no damage done we think.

Retracing yesterday's route via the Brindabella Valley Road and the Brindabella-Tumut Road to Piccadilly Circus, we headed S along the Mount Franklin Road to eventually make the summit of Mount Ginini, 1,762 metres. As most of us had not been there before, we spent a few minutes admiring the views S to Tantanger Dam and the Kosciuszko N.P. until we had pretty much had our fill of the lazy wind in the vicinity and felt it was time to mount up and make for lower and warmer elevations.

We all had a good run on the gravel and tar back to Piccadilly Circus, Brindabella and Cotter Roads to Canberra and home. The weather, company and *Alpine Rally* did not disappoint once again.

If you have not been to an *Alpine Rally*, do try to make next years 46th rally at Yarrangobilly. Easy to make on all bikes and grade of rider with tarred roads all the way there.



Peter Morgan enjoying his first Alpine Rally



The attentive audience listen to Henning's Sunday prayers, an Alpine Rally tradition.

BUTT LITE VII RALLY & IRON BUTT RALLY

Olaf Moon, on assignment

Dear Members

A quick note to tell you about a BMW MCC adventure that you and members may be interested in, if only for the BMW Newsletter in the future.

Recently I rolled up at a BMW MCCA event on my Harley, the only bike I now own in Australia, as I had just sold my (much loved) BMW F800GS with all its farkles. This was so I could afford to buy two BMW bikes in the USA.



For more than three years, Martin Little (past President) and I have been preparing to enter the big-daddy competitive endurance riding event known as the Iron Butt Rally. In short it is 11 days long, 11,000 miles competitive event, much like a scavenger hunt across the whole USA and Canada. Riders compete by riding to various locations and take a photo of their bike and rally flag. It started in 1985 and runs every second year.

To enter, we had to qualify by undertaking a number of long rides and having them formally certified. These rides are always over 1000km per day, and sometimes over 2000 k's per day (which included a recent ride to Renmark in SA and back the same day from Canberra). Initially Martin and I rode in Far Rides (The Australian equivalent of the Iron Butt Association) found at <http://www.farriders.com.au/> and then we applied last year to enter the six-day "practise" version of the IBR, called the "Butt Lite Rally". Over 1200 people applied and both Martin and I were selected to compete for Australia from 6-12 July this year, along with another endurance rider Ian McPhee (who rides a BMW R1100 RT).

We also entered the Iron Butt Rally for 2015, against 2200 other entrants from around the world, and Ian and I were accepted as competitors representing Oz. Martin is working on his entry and I suspects he will get in, particularly if he rides well in the Butt Lite VII this year. We have bought a tiny apartment in Santa Fe, New Mexico, which has a large garage.

This now houses two BMW GSA's a 2007 model and a 2014 model, plus a great workshop. Both have been highly modified for the rally, including special lighting, long range tanks, multiple GPS's, radar detectors and other items.

For those who are interested, there are a bunch of forums, and you will also be able to follow our SPOT tracks at <http://www.spotwalla.com/>

Other pages of interest are

- <http://www.ironbutt.com/about/default.cfm?CFID=5055755&CFTOKEN=50910408>
- <http://www.ironbuttrally.com/IBR/default.cfm?CFID=3363550&CFTOKEN=83246004>
- http://www.teamstrange.com/2014/butt_lite/index.htm

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TRANGIA STOVE, GS2000 BUTANE GAS ADAPTER

Garry Smee

Jane and I have had a Trangia stove for quite some time, fuelled by methylated spirits and in recent years watched the proliferation of butane gas adapters. Dave & Sue Morgan are converts and during a number of rallies, rides and enforced stops – most recently with my Cold Fame Rally flat tyre, I took action to find one for our stove. For reasons only known to Australian retailers, these are well over \$100, however amongst the several online retailers; I found this one at Rescue Supply in the UK for £29.00 + postage (A\$61.20).



<http://www.rescuesupply.co.uk>



Specifications

A non-pressured stove gas conversion adaptor, which fits most methylated spirit stoves (eg. Trangia). Operates on liquid or vapour gas via a braided hose and pre heating tube. Adaptor fits neatly into stove for maximum space efficiency. Great performance at an affordable cost.

- Weight 170 g
- Boil Time (0.5l) 1 mins 50 secs
- Boil Litre (1l) 2mins 25secs
- Ignition Type Manual
- Continuous Burn Time 2hrs 20mins
- Appliance Dimensions 100 x 86 x 73mm
- GAS CARTRIDGE NOT INCLUDED (takes a standard screw fitting disposable cartridge)

Having purchased a number of the things from the UK, I eagerly waited my new addition to the rally kit, longer than you might have expected as my package went to Canada rather than Canberra so its first outing was the *Alpine Rally* where it worked as expected without the smoke and fuel spills occasioned using metho. The cold climes did not bother butane cartridge and the stove has a pre-heat element to assist in this regard. If you do find 'vaporisation' an issue then you can warm the cartridge in your pocket.

MOTUL CHAIN PASTE



For those Club members who enjoy chain drive vs. power sapping shaft drive bikes, you will be familiar with the requirement to 'lubricate' your chain whilst travelling in the harsh Australian climate. Why persist with messy sprays or trying to find someone to assist you in leaning your non-centre stand bike over when Motul have 'chain paste' available in small tubes that include an applicator brush and will easily fit under the seat of your motor bike along with all the other spares you're carrying. Check the You Tube video [here](#) or Motul [website](#) for more information.

A MUST FOR YOUR BIKE KIT! ANTIGRAVITY BATTERIES MICRO-START XP-1 PERSONAL POWER SUPPLY (PPS)

Sue Morgan, R1200R

We have all been on rides or tours where we have experienced a battery failure, or someone we have been travelling with has been unable to start their bike.

Let me tell you that this bit of kit is a “must have” particularly if you do a lot of touring, or off-roading, where power sources are scarce, or you are in an unpopulated region. It is compact but very powerful, not only is it able to jump start bikes but also cars (we have used it twice on cars, one of which was a gas powered V8 which it started immediately). The manufacturer also claims the unit is able to start trucks, watercraft, ATVs/UTVs, and snowmobiles. In addition, the kit can also be used as a portable power supply to charge things like computers/tablets, cell phones, cameras, etc. However, if you only want to use the jump starter part of the kit – power pack and jumper leads - they would readily fit into the pocket of your bike jacket.

So, what is in the box? In addition to the PPS and jumper leads, there is a USB connector, an extensive range of charging tips to fit most electronic devices and notebook computers. There is also a mains (wall) charger and a standard car charger to recharge the PPS.



Antigravity Batteries Micro-Start PPS



Micro-Start PPS showing organisation of components inside carrying case. PPS and jumper leads at lower right, with mains and car charger at top right.



Micro-Start PPS charge level confirmed for jump starting with 5 LED's lit up

Maintaining the PPS is as simple as connecting the PPS and charging it every 3 – 4 months.

Set up for jump-starting your motorcycle is as simple as follows:

Step 1: Check that at least 4 LED's have lit up on the PPS panel by pressing the ON switch, to confirm the level of charge.

Step 2: Connect only the clamps of the jumper leads to your motorcycle's battery terminals.

Step 3: Plug the BLUE connector of the jumper leads firmly all the way into the JUMP START port of the PPS.

Step 4: Start your motorcycle.

Step 5: Disconnect the PPS and re-charge at the next available opportunity.

I read about the Micro-start PPS in the *Australian Motorcyclist Magazine* (Issue 9) and was looking for a Christmas gift for my sister-in-law (who is a keen motorcyclist and does a considerable number of car kilometres on her own). She told me that she had used the jump starter within a few weeks of receiving the gift. She and a cousin had been away on a trip, when they got back, the cousin's car battery was as "dead as a Dodo". The jump starter got the car up and running within minutes.

The *Australian Motorcyclist Magazine* advised that the unit should be available through all good bike shops, or online at www.ctaaustralia.com.au.

I sourced mine through *Canberra Motorcycles*; give Graeme (Spare Parts) a ring and I am sure he will be able to fix you up with a unit, and if he does not have one on hand, I am sure he will chase one up for you.



Micro-Start PPS fully set for jump-starting.



[2012 Helmet Cam Award Winner](#)

Garry Smee

Online forum readers and bloggers will be aware of the Police campaign against helmet-mounted video cameras.

A recent roadside stop on a rider and advisory warning by NSW Highway Patrol caused me to wonder on why this is so. Whilst I am not privy to the internal machinations and thinking of the police, I do have access to Australian Standards.

Motorcycle helmets sold in Australia are currently required to comply with AS/NZS 1698 and at 21 pages; the standard has many useful design requirements including Clause 5.4 that would appear to capture the use of helmet-mounted cameras.

Interestingly, I have not heard of a campaign on Bluetooth communications systems, that are also typically mounted outside an on to the helmet.

I have included Clause 5.4 an extract of AS/NZS1698 below. Therefore, for those riders keen on recording their exploits and roadside interviews, you may need to consider an alternate method of mounting your camera or risk a fine.

5.4 External projections

Only rigid projections necessary for the retention system and the attachment of eye protection, communication and ventilation systems, and life support equipment, shall be permitted, and such projections shall not have a height of more than 5 mm.

Non-rigid projections greater than 5 mm in height are permissible, provided they comply with the performance requirements of the Oblique Impact Test in BS 6658:1985, using the bar anvil.

A2

Rigid projection and irregularities on the continuous curve of the outer surface of the helmet, except for ventilation holes and associated depression, shall not be greater than 5 mm in height when measured normal to the general outer surface of the helmet (see Figure 1).

NOTE: Irregularities in the shell should be smoothed to minimize resistance to tangential impact forces brought about by friction or snagging.

THE TAIL LIGHT

Having difficulty in putting fingers to the keyboard or finding the words to accompany your riding picture? Well then, this is the section just for you. Send your picture to the Editor@bmwmccact.org.au along with your name and a caption. If that is too hard, then your picture will go in without credit!



Garry Smee, F800GS. The 45th Alpine Rally at Brindabella lived up to expectations with a light dusting of frost to greet us on the Sunday morning. The somewhat challenging exit from the rally site will be rested for No.46 with 2015's Alpine Rally at Yarrongabilly.
Pic. Martin Robertson.