

News Letter

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Cool Cats Newsletter for June 2011



Contact Newsletter Editor at maketso66@aol.com



The Greatness of a Chapter is most accurately measured by the involvement of it's members

Chapter Directors	Asst Chapter Directors
Danny Wells	Charles Hustace
<i>Treasurer</i>	<i>LeAmm Kelly</i>
<i>Ride Educator</i>	<i>Bruce McMahill</i>
Newsletter Editor	Bert Brown
Chapter Stores	Russ Greaby
Membership Coordinator	Open
Web Master	Jerry Erickson
Spring Fun Run Coordinator	Open
Sunshine	Charles Hustace
50/50	Jerry Erickson
Phone Tree Coordinator	Phillip Holmes
Chapter Couple	Charles & Lynn Hustace

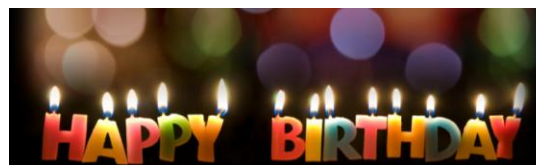
Our monthly Chapter meeting get together is at the Lynnwood Denny's at 1216 Broadway North Everett. The meeting is on the second Saturday of each month. Breakfast at 8AM Meeting 9AM .

Visit our web site GWRRA-Everett.com

A little love from the Top Cat

CD's Corner

Busy month no letter from Danny.
This could be good news.



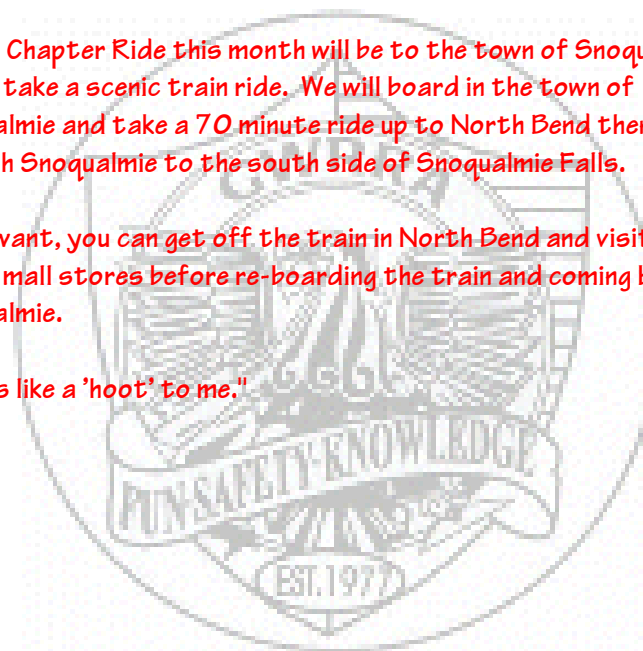
Jack Kendrick on the 7th

"After Chapter Ride this month will be to the town of Snoqualmie, WA to take a scenic train ride. We will board in the town of Snoqualmie and take a 70 minute ride up to North Bend then back through Snoqualmie to the south side of Snoqualmie Falls.

If you want, you can get off the train in North Bend and visit the outlet mall stores before re-boarding the train and coming back to Snoqualmie.

Sounds like a 'hoot' to me."

Bruce





June

3rd – 5th – Chapter R “Blue Mountain Rendezvous” - Pre-registration must be in by May 28th. This is a good deal! Camping, a BBQ, and breakfast on Saturday and Sunday mornings all included in one registration price of \$30.00.

4th – Eastside “TRC” Trike Course – The class is being held at 1811 S Ely St. Kennewick WA. Contact Tom Denny at tomdenny@charter.net for more information.

4th – Chapter “B” Harvest Run – Coffee and donuts provided before the ride and lunch after. First bike out at 9:00, last bike out at 10:00 and last bike in at 2:00. Preregistration deadline is May 22nd. .

11th – Chapter “D” Duck Hunt – The ride includes lunch afterward. Last bike out at 10:00 and last bike in at 3:00 (No exceptions). Preregistration has no deadline other than must be received before the day of the ride.

11th – 12th – District Rider Ed Classes – ARC and TRC classes will be held in Bremerton. Flyer and registration forms are attached above. This may be the only classes offered this year unless you have enough people in your chapter that wants to take one later.

June 2011 Chapter WA-C Rider Education Newsletter

by: Bruce R. McMahill, Rider Educator, Chapter WA-C

During our May Charter meeting we talked a little more about tires, for instance “sizing, directional arrows, load limits and wear bars” and demonstrated the “Stop & Go” Tire Plugger kit.

This month, we will continue on the subject of tires then look at ways to increase your conspicuity to other road users.

Tire or tires leaking air:

Tires loose air over time. That is a simple fact.

Over the winter months of wide temperature and humidity changes, motorcycle tires may loose from a few pounds to about 10 pounds or more of air just sitting on the concrete, unriden while stored in your garage.

On road trips (one day or more), tires may loose about one to two pounds of air each day.

These loses are not extreme but happen normally.

Always, **YES ALWAYS** check your motorcycle tire pressures when; first riding the motorcycle after an extended period of non-riding, for instance: motorcycle “put-up” for the winter and every time you want to go for a ride.

Pump up each tire to the pressure on the side wall of the tire. This is 41 psi for the Gold Wing.

But what if the tire won't hold air (loses 10 or more pounds of air each day) and there isn't any clear-cut damage to the tire, for instance; a cut, nail or dry-wall screw in the tires tread.

- Thoroughly inspect the valve stem. Tilt the valve stem back and forth; listen for air "hissing" past the stem. Look for cracks around the rubber seal. Check that the valve stems securely fastened to the rim.
- Use a thick solution of good old soap and water to check for leaks around the valve stem, body of the tire and where the tire seals itself to the rim.

Over time, tires may lose their air seal against the rim, not by any damage to the edge of the rim but by multiple tires changing. As older, worn tires are taken off and new tires are installed on the rim where small beads of rubber may adhere to the rim and over time become large enough to allow air "squeeze" by.

Before each ride, take the time to check you tires pressure -- just do it.

Tires Directional Arrows:

Before we can talk about directional arrows, we must first understand a bit about tread-patterns.

There are many different tread-patterns, but there is always only **one** reason to have any tread, and that reason is to disperse water.

A tread-pattern can be designed to disperse more water by making it turn in only one direction. For instance, the front tire disperses water out and away from the rear tires track allowing better grip on a drier (less water) road surface. Thus, the need for directional arrows. The arrow tells you which way to mount a tire for maximum water-displacement.

But a second and less apparent reason for the directional arrows is the tread-splice.

What is a tread-splice? When a tire is manufactured, the tread-portion of the tire starts out as a long, flat strip. This strip is wrapped around the tire, and the two ends are cut on an angle, so one end overlaps the other rather than having square-cut ends.

This overlapping point, or splice, offers a bigger surface area to bond together rather than the small surface area provided by square cut ends. The larger overlapping surface area results in a much stronger bond.

To further ensure the strength of this bond along the tread-splice, the directional arrow will show you which way to mount the tire so that when the Rider is "on the gas," the acceleration force on the rear tire is pressing the splice together, rather than peeling it back.

As for braking, 70 +% of the braking force takes place on the front tire.

On the front tire, the tread-splice is run in the opposite direction than that of the rear so that when the Rider is on the brakes, they don't peel the tread-splice back.

Increasing your Conspicuity:

Question:

Making eye contact with other road users:

1. Is a good sign that they see you?
2. Is important when approaching an intersection?
3. Doesn't mean that the other road user (driver) will yield.
4. Decreases your chances of being involved in a collision.

In collisions with motorcycles, drivers often say that they "never saw the motorcycle." From ahead or behind, a motorcycle's outline is much smaller than a car's. Also, it's hard to see something you are not looking for, and most drivers are not looking for motorcycles. More likely, other users are searching through the skinny, two wheeled silhouette in search of other vehicles that pose a more serious problem to them.

Even if a driver does see you coming, you aren't necessarily safe. Smaller vehicles appear farther away, and seem to be traveling slower than they actually are. It is common for drivers to pull out in front of motorcycles, thinking they have plenty of time. Too often, they are wrong.

However, you can do many things to make it easier for the other users to recognize you and your motorcycle.

Clothing:

Most collisions occur in broad daylight. Wear bright colored clothing to increase your chances of being seen. Remember, your body is half of the vehicle surface area of the Rider / Motorcycle unit.

Bright orange, red, yellow or green jackets or "over-vests" are your best bets for being seen. Your color matched helmet blending into your dark colored motorcycle may not protect you from being seen. Your helmet can do more than protect you in a collision.

A white colored helmet can help other road users see you.

It is your life, use it wisely.

Any bright color is better than drab or dark colors. Reflective, bright colored clothing (helmet and jacket) is best.

Reflective material on a jacket or over-vest and on the sides of your helmet will help drivers coming from the side spot you as well as coming toward you or from behind.

Next month, we will continue the "Increasing your Conspicuity" by looking into;

- Headlights,
- Light Signals,
- Brake Lights,
- Using you mirrors,
- Head checks,
- Horn, and,

- Riding at night.

One last note for this month, these newsletter articles cannot teach you ride your motorcycle. That's something you can only learn through taking a Riding Course and practice.

Motorcycle control, speed and balance begin with knowing your abilities and riding within them.

Always ride within your own comfort zone -- **ALWAYS.**