

March 2010 Newsletter
High Country Wings Chapter Y Prescott, AZ
<http://chapter-y.tripod.com>

Chapter Director – Earl Spenard

HIGH COUNTRY ARIZONA CHAPTER-Y
GOLD WING ROAD RIDERS ASSOCIATION

MARCH 2010 NEWSLETTER
(THIS IS HOW IT LOOKS IN WINGDING TYPE)
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OK, you all know I'm a little crazy. We are always talking up WingDing so I found a font for the event.

Everyone is always talking about the weather, so let me say, we have had enough with the snow. Let's get back to good riding weather!

Sandy and Dick will soon be planning some great weekday and after meeting rides for us all to enjoy.

Bud and Dot Knapp and Bill and Susan Trask (Assistant District Directors) joined us for our February Meeting.

I would encourage you all to take the time to go to the National, Region, District and Chapter Websites and keep yourselves informed as to changes, events, rallies, rides etc. and other information that is available to all of us. The Webmasters put a lot of work into these sites to keep us informed. Our Website is: <http://chapter-y.tripod.com/> Just copy and paste this site into your browsers.

The trip planning for Yellowstone National Park in June is well underway, starting from Prescott on June 23rd and returning by June 30th. This is going to be a great time. Lots of pictures will be taken and then put on a DVD for showing to all.

Mark your calendars for our March Meeting at the Golden Corral at 8 AM on March 27th. All come and **bring a guest and a gift for our give aways.**

And as always, Have Fun with the Knowledge that to keep the rubber side down will keep you Safe and Helmets will keep you alive.

Earl Spenard
Chapter Director

Asst. Chapter Director – Bill Balzer

Hi everyone. Hope you are ready to ride. The weather is starting to change for the better. I heard that Chapter Y had a good turnout for the last meeting even with the snow. I hope this is a sign of things to come. Earl & Jenny are doing a great job. There is talk of some of chapter Y going to Yellowstone National Park in Wyoming. This will be a great place to visit so start planning now. I have been there with my family several times and never saw it all. It is great! This will be a ride to remember. Hope you can make this trip. Have a safe ride.

Bill and Debbie

Chapter Educator - Dick Studdard

TIRES

Your tires are the only thing separating you from the road. Over the past decade, the quality of motorcycle tires has improved. In many brand of tires, the center of the tread is made of a more durable rubber for better wear and the sides of the tread are made of a softer rubber for better grip while the bike is leaning through a turn.

A visual inspection of your tires before every ride is a good habit that shouldn't take much time. Under well-lit conditions, look for any sign of punctures or cuts which might lead to a loss of pressure. Bulging or cracking might occur in old tires. On a Gold Wing with the bike on the center stand it is easy to rotate the rear and front tire to inspect them. Check the tread depth to insure tire integrity. The grooves in the tread allow water to be channeled away from the contact patch, which helps maintain grip under wet conditions. To measure the depth of the grooves, use a quarter and place it in the tread groove. If the tread does not come up to Washington's head and cover part of it, it is time to replace the tire. Many brands of tires have wear bars across the groove and when the top of the tread is even with the wear bar, it is time to replace the tire. The tread depth at that time is normally at 2/16 inch. I use a depth gauge and replace my tires when the tread is at 3/16 inch.

Tire pressure is especially crucial on motorcycles. Handling and ride quality can change dramatically with small adjustments. Tires wear more quickly when they're not properly inflated. Check the tire pressure when the tires are cold. The tires heat up when you are riding and that changes the air pressure. Check your owner's manual for the recommended tire pressure.

Rubber continues to cure and as the tires age, they wear faster. The rubber becomes harder and the handling of the motorcycle can be affected. Harder rubber means less traction. Some manufactures stamp the date the tire was made on the side of the tire. The first two numbers are the week of the year the tire was made and the last two numbers are the year. For example (2207) means the tire was manufactured the 22nd week of 2007.

Ride safe and keep the rubber side down.

Dick Studdard, AZ-Y Educator