

May 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

Earl has been ill for awhile so there is no article for this month. We all wish him a speedy recovery.

Asst. Chapter Director – Bill Balzer

Hello everyone. I hope you have been enjoying this great riding weather. Debbie and I went on the ride after our April meeting. What a wonderful ride it was with Great friends.

Sandy and Ron Gaston had friends visiting from Illinois so they planned extra weekday rides and we had good participation. There will be more of these rides in coming weeks. I hope everyone going to Yellowstone checks to make sure their bikes are ready. Let's make this a safe and memorable ride.

I'm going to Missouri for about three weeks. I will be back before the June meeting. I'll be running this one, so please come and join us at the Golden Corral for breakfast on June 26<sup>th</sup>. We will try to have a ride after the meeting.

Ride safe and be happy.

Bill & Debbie

Chapter Educator - Dick Studdard

**What You Should Do When There Is A Blowout**

With today's tubeless tires, actual blowouts are rare, but still occur. When tires do fail, the most common cause is improper tire pressure, usually pressure that's too low. Checking the overall condition and pressure of your tires frequently can go a long way toward ensuring you'll never experience a blowout.

However, if one of your motorcycle tires should fail while you are riding, you'll need to react quickly and decisively to avert a crash. So take a few minutes to familiarize yourself with the following steps for successfully handling motorcycle tire blowouts:

1. Ease off the throttle and slow down gradually
2. Braking, especially braking hard will only make keeping control of your motorcycle even more difficult. If you must use some brake, apply gradual force to the brake on the good tire and ease your motorcycle to a gradual and safe stop. Using the brake on the wheel with the bad tire can cause the tire to separate from the rim, resulting in immediate loss of control. Be aware, however, that integrated braking systems don't permit "rear-brake-only" applications, while linked braking systems do not allow for single-brake operation. On motorcycles with either of

these two systems, braking with the good tire only is not possible. Any braking necessary should be done very lightly and with great care. Avoid downshifting. Like braking this will only make your motorcycle less stable. If your rear tire is the bad one, it will have the same effect as using your rear break. If your front tire is the bad one, it will transfer more weight onto the front tire and could cause you to lose control of the motorcycle.

3. Firmly hold on to the handlebars while keeping your arms bent. Do not fight the steering to correct the wobble or weave that will likely develop. Focus instead on maintaining control by keeping your motorcycle directed in as straight a line as possible until it comes to a stop.
4. Remain seated until your motorcycle has come to a full stop.
5. Once stopped, push your motorcycle to a safe location, away from traffic.

Ride safe and keep the rubber side down.

Dick Studdard