

# CANYON CARVING WITH CURVES ON CHROME

The Ann Arbor based chapter of  
Women On Wheels®

[www.curvesonchrome.com](http://www.curvesonchrome.com)

## Director's Update:

It is SO to the point where I'm tired of talking about riding and want to get riding, it isn't even funny. Okay, so Anne and I rode down south for two days, but it chose to be cold on those two days – not satisfactory!

Well, the end is in sight (or the beginning). By the time this newsletter comes out, we will be in spring season and the early start to daylight savings time will give more opportunity to ride after work.

We are about to embark on our second riding season as Curves on Chrome Chapter and it should be a great season. We have many new faces joining us (welcome, by the way) and for those women new to riding, we have group riding lessons coming up on the 13<sup>th</sup> and the 21<sup>st</sup>. Anne will slowly take everyone through the basic rules with demonstrations and explanations. We will follow these lessons with an easy ride, so everyone who feels that they are ready can try out what they've learned. (It is much easier to do it, than to talk about it!)

The Michigan Member Meet is also coming up on the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> of the month. There will be social activities on Friday evening at the hotel (Best Western Midway in Lansing); a "ride at your own pace" scavenger hunt on Saturday, followed by dinner, and a banquet on Sunday afternoon. This has proved to be a fun event in the past and it should be again this year. Join us to meet WOW members from other parts of Michigan! I am looking forward to riding with members old and new. Carpe Diem!

- Mary Grisdale, Chapter Co-Director

## April Events:

- **Apr. 10<sup>th</sup> DOW WOW** (Dinner out with WOW) starts at 6:00 at Champion Powersports in Belleville. This is a New Member Meeting so spread the word!
- **Apr. 13<sup>th</sup> Group Riding Lesson.** We'll meet at Anne's house at 11:00am weather permitting. At 2:00 we're having a New Members Meeting (LOW WOW – Lunch Out With Women On Wheels) at the Wolverine in Chelsea.
- **Apr. 14<sup>th</sup> Chapter Meeting at Johnny's Grill in Belleville.** This is our regular chapter meeting and it starts at 6:30.
- **Apr. 19-20<sup>th</sup> Michigan Member Meet!** This has proven to be a fun event in the past and it should be again this year. Join us to meet WOW members from other parts of Michigan!
- **Apr. 21<sup>st</sup> Group Riding Lesson** we'll meet at Anne's at 6:30.
- **Apr. 27<sup>th</sup> Vermontville Ride** details about this fun ride are on our web site [www.curvesonchrome.com](http://www.curvesonchrome.com)

## Upcoming Events:

Are you new to group riding? CCC is conducting Group Riding Lessons for those of you that have never ridden in a group and for those that need a refresher. First two dates are Apr. 13 & 21<sup>st</sup>. We have more information on our web site, check out [www.curvesonchrome.com](http://www.curvesonchrome.com) click on the events and rides link. Or send an email to [asolari@aol.com](mailto:asolari@aol.com)

## Motorcycle Lingo:

**Pegging or To Peg Someone** - This is when one rider pushes a disabled M/C and rider with their M/C using their leg with their foot on the disabled M/C's rear foot peg or axle - hence the term Pegging or to Peg Someone.

## ***New Member Shout Out:***

CCC is really excited to welcome:  
Dondi Goerlitz – Harley Softail Deluxe  
Pat Rountree – Harley Heritage Softail  
Kim Schulz – Honda VLX

## ***Announcements:***

There are a lot of mileage contests out there and it may be a bit confusing to our members. Here is some clarification:

Every year the Michigan WOW group has a contest from April 1st through March 31st. The winners are announced at the Michigan Member Meet banquet. Mileage on all Motorcycles that you ride is counted for twelve months. You need to submit the application each year.

Women On Wheels® National has a yearly mileage contest, but the time-line is April first through October 31st. This is meant to level the playing field for riders from across the country, so riders in warm states don't get an unfair advantage. You must submit a beginning and an ending mileage, again on all motorcycles that you have ridden throughout the season. There is also a passenger category. Awards are given at the annual Ride-In banquet in July.

Cumulative miles (for which you receive mileage bars) are essentially your riding history with Women On Wheels®. You start at zero when you join Women On Wheels® and you may submit your mileage at any time, but you will get a bar (or rocker) when you are at 5,000, 10,000, 15,000, 25,000, 50,000, 75,000, and 100,000 miles. These miles are accumulated year-round and on all motorcycles ridden. Be sure to keep track of the mileage on all of the motorcycles that you own or if you rent or borrow one.

## ***MSF's - Personal Protective Gear For the Motorcyclist:***

*by Anne Solari*

Protective gear will help you stay comfortable while riding in adverse conditions. In a crash, proper riding gear will help prevent or reduce injury. "The Hurt Report" states that covering the body with leather or an abrasion-resistant fabric (e.g., Cordura®, Kevlar® or ballistic nylon) also provides a high level of injury protection. Protective apparel designed specifically for motorcycling will afford the best combination of comfort and protection. These garments are cut longer in the sleeves and legs, and fuller across the shoulders to accommodate your riding posture. Special overlaps and flaps help seal out the wind and padding helps protect you in a crash.

Motorcyclists often wear leather because it is durable and abrasion-resistant, giving good protections against injury. Many modern fabrics, such as Cordura® and ballistic nylon, are also abrasion-or wind-resistant, waterproof or have high-visibility properties. Many motorcycle dealers carry a varied line of riding jackets and suits. Your riding habits, budget and local weather conditions will influence your choice of purchase. Shop wisely, making sure your purchase fits properly and is specifically made for motorcycling.

Your gear should fit comfortably without binding. However, wide-flared pants, flowing scarves and similar items should be avoided because they could become entangled in the motorcycle. A jacket with a zippered front will be more wind-resistant than a jacket with buttons or snaps. A flap of material over the zipper of a jacket gives additional protection against the wind. Jackets with sleeves tapering to fitted cuffs and waists are recommended to help keep wind from blowing into the garment. Be careful about collar style—a large, loose collar will flap when riding and may irritate your skin or distract you.

Remember that even in relatively warm weather, moving air is cooler and constant exposure to wind when riding may cause a chilling effect that leads to hypothermia. Hypothermia is a condition of sub-normal body temperature that can cause loss of concentration, slowed reactions, and loss of smooth, precise muscle movement. You may lose your ability to concentrate and react to changing traffic conditions. Proper riding gear, such as a windproof jacket and insulated layers of clothing, is essential.

Riding gear that is just right for cold-weather riding may be too hot once you stop. Dress in layers so that the outer clothing may be removed as necessary.

When preparing to ride in cold weather, several layers of clothing are necessary, usually starting with thermal underwear. Extra layers of pants, shirts and jackets should be worn to aid body heat in forming a warm insulation. Topping your clothing with a windproof outer layer will prevent the cold wind from reaching your body.

Another alternative when riding in cold weather is to wear a winter riding suit. These lightweight, insulated suits worn over your street clothes provide the warmth needed to prevent hypothermia. Another option available to motorcyclists is an electrically warmed suit or vest. These items can be quite effective.

Regardless of temperature, wearing proper protective riding gear, including a long-sleeved top and long pants, will reduce your chances of becoming dehydrated.

The gear you wear when riding can also serve to make you more visible in traffic. Choose brightly colored gear when possible.

Only two riders of the 900 crash cases studied by "The Hurt Report" were wearing brightly colored clothing. If you wear dark clothing, retro reflective vests may be worn over your jacket. Also, it is a good idea to affix reflectorized tape striping to the gear you wear regularly when riding. Jackets made with retro reflective material also will help make you more visible at night.

Finally, there are gear enhancements available for even more crash protection such as body armor, spine protectors and kidney belts. These may be single items you wear under your gear, or they may be built into the protective gear you buy.

## ***Product Reviews:***

### **Fluorescent Blouson Over-Jacket:** (Review by Jeannie Eggertsen)

One night I was riding in the car behind my husband who was on a motorcycle. It was dark. He was really hard to see unless I was pretty darn close. Made me think that if I was to ride at night, I wanted to be REALLY visible. I did some googling and ran across some reflective jackets that were about \$40. They are designed to be worn over another jacket. I bought the "Fluorescent Blouson Over-Jacket" from <http://www.icu-ucme.com/shop1.php>.

I call it my "Safety Girl" jacket, and would highly recommend something like this for those who ride at night!

### **Garmin Zumo 550:** (Review by Anne Solari)

Last May I purchased a Garmin Zumo 550, the GPS made for the the motorcycle. It also has a mount for the car. With the purchase of an extra antenna you can also have XM radio. Well, ass many of you know I have fallen in love with Jill and have a hard time going anywhere without her. I've always been good at directions, but you do learn to rely on that little voice telling you where to go. Anyway, Jill (my GPS) died this past weekend. Not only was I crushed to lose Jill, but we are going to Florida on Sunday and I expected Jill to come along. I called Garmin today and they said just send it back and they will fix it, no problem, no hassle, and send it back 10-15 days later. Still not helping me with my Florida problem, but sounded good. I mentioned going out of town on Sunday and they offered a one day turn around program. I pay for a new GPS, which they ship out immediately (due to get here tomorrow) and then I ship back dead Jill and they refund my money. How easy is that?!? I get a brand new Jill2 and get to take her to Florida. I mention this because I always like to hear of companies that back up their products, hassle-free. We all know of the issues we have had with various companies that you can't get them to help you, or you are transferred 12 times and then cut off. So I have to say I highly recommend the Garmin Zumo 550, and endorse the company.

## **The Care and Feeding of MC Tires**

**Tire Inspection:** Visually inspect your motorcycle (MC) tires before EVERY ride. Remember a damaged tire can fail suddenly. As you roll the bike forward check both the tread and sidewalls. Look for cracking, cuts, punctures, and bulging, irregular and excessive wear. Cracking may be a sign of aging or just too much sun exposure. When this occurs adequate traction is compromised, because the hardened rubber doesn't grip the road surface enough. Punctures may lead to loss of pressure or blowout, and bulges may indicate tire separation. With irregular or excessive wear, there isn't enough tread to provide good traction.

**Tire Pressure:** Always follow your MC manufacturer's inflation guidelines. These guidelines indicate the tires "cold" inflation pressure. Check the air pressure when the tires are cold. "Cold" means your MC has traveled less than one mile or after it's been stopped more than 3 hours. The easiest time to check tire pressure is during your pre-ride inspection. Riding causes tire temperatures to heat up as well as increase inflation pressure. Therefore, NEVER release air from a hot tire or you may find yourself riding on dangerously underinflated tires. Too little air pressure can lead to tire failure and adversely affect cornering, not to mention increased fuel consumption and reduced tire life. Conversely, too much air pressure is also dangerous. Tires that are over inflated are more likely to have cuts, punctures, or broken chords.

**Tread Depth:** When inspecting your MC tires have a quarter handy. Place the quarter in the tread groove with the top of Washington's head toward the groove. Now look at the quarter to see if the top of Washington's head is above or below the tread. If his head is above the tread it's probably time to buy new tires. Repeat this check several times as you roll the bike forward during the tire inspection. Flat spots or uneven wear may indicate a problem. Tires have built-in indicators called wear bars at 1/32 of an inch. If the tire's groove is this low or if there are exposed cords or fabric, the tire should be replaced immediately.

**Tire Wear:** Tire wear (scuffing) occurs when rubber is removed from the tire. Scuffing happens both on the tread and sidewall. Left front wear occurs in countries, like the U.S., that require riders to ride on the right side of the road. Because left hand turns have a larger radius than right hand turns, the bike's tires travel further in a typical lean angle during a left hand turn. Consider the force applied against the sidewall; a person weighing 200 lbs., on a bike weighing 800 lbs., rounding a curve at 45mph, will exert a force of 1G, thus scuffing the sidewall of the tire.

**Tire Care:** It's best to store your MC indoors in a cool, dry place. Tires should be kept away from water, heat sources, oil, grease, gasoline or other potentially harmful substance. Tires exposed to these substances for any length of time can deteriorate. Cleaning is simple. Use mild soap and water to wash, and then rinse with clear water. Specifically with sidewalls, never use cleaning or enhancement agents as these products may degrade the rubber.

**New Tires:** When buying tires look for the manufacturer's date on the tire to see how old they are. As an example: the number 2707 means the tire was made the 27th week of the year 2007. New tires need a break in period if they are to achieve optimum performance. Because of the slippery releasing agent on new tires, they should be ridden cautiously the first 50 to 100 miles. Remember this releasing agent does not wear off easily, so avoid sudden acceleration, hard cornering, and maximum braking during this period of time. Doing this will allow the rider to become accustomed to the tires' handling characteristics as well as allowing the tire to be "scrubbed-in" / "scuffed-in" properly.

**Tire Conversion Tables:** Have you ever wondered what all those letters and numbers on the tire's sidewall mean? I've included several tables that will help you unscramble this mystery about your own motorcycle's tires.

### MC Street Tire Size Conversion Table

Metric	Alpha	Tire Width in Inches
(Due to lack of space only <b>Front Tires</b> are reported)		
80/90	MH	2.50/2.75
90/90	MJ90	2.75/3.00
100/90	MM90	3.25/3.50
110/90	MN90	3.75/4.00
120/80	N/A	4.25/4.50
120/90	MR90	4.25/4.50
130/90	MT90	5.00/5.10

### MC Tire Speed Ratings Table

Speed Max. Symbol= Speed	Speed Max. Symbol = Speed	Speed Max. Symbol = Speed
J = 62 mph	K = 68 mph	L = 75 mph
M = 81 mph	N = 87 mph	P = 93 mph
Q = 99 mph	R = 106 mph	S = 112 mph
T = 118 mph	U = 124 mph	H = 130 mph
V = 149 mph	W = 168 mph	Y = 186 mph

### Load Range Table: LR = Max. Lbs. Tires Can Carry

LR=lbs.	LR=lbs.	LR=lbs.	LR=lbs.	LR=lbs.	LR=lbs.
33=254	34=260	36=276	37=282	38=291	39=300
40=309	41=320	42=331	43=342	44=353	45=364
46=375	47=386	48=397	49=408	50=419	52=441
53=454	54=467	55=481	56=494	57=507	58=520
59=536	60=551	61=567	62=584	63=600	64=617
65=639	66=661	68=694	69=716	70=739	71=761
72=783	73=805	74=827	75=853	76=882	77=908
78=937	79=963	80=992			

### 3 Examples of Tire Size/Type

Typically: 1st number = width; 2nd = ratio of sidewall height to width; 3rd = wheel diameter

<b>130/90 - 16 67 H</b>	<b>M T 90 - 16 Load Range B</b>	<b>5.00 H 16 4PR</b>
130 = Section width (mm)	M = Motorcycle Code	5.00 = Section Width
90 = Aspect Ratio (90%)	T = Tire Width Code	H = Speed Rating
16 = Rim Diameter (in.)	90 = Aspect Ratio (90%)	16 = Rim Diameter
H = Speed Rating	16 = Rim Diameter (in.)	4PR = Ply Rating
	Load Range B = Load Rating	

**Fact to Consider:** The only thing separating you from the pavement is about a 2" contact patch of rubber.

**References:** Common Motorcycle Tire Wear Patterns; Motorcycle Tire Safety Tips; Tire School; Step by Step: How To Inspect and Maintain Motorcycle Tires; Calculating Tire Dimensions; Lew Morgan