



**GOLDWING ROAD RIDERS ASSOC.
NORTH EAST REION B
NH DISTRICT
CHAPTER F
JUNE 2010**

HAPPY FATHERS DAY

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PLEASE VOLUNTEER



CHAPTER DIRECTORS MESSAGE

I WOULD LIKE TO START BY SAYING. I HOPE ALL HAD A GREAT MEMORIAL DAY AND THAT ALL DID NOT OVER EAT.

ON JUUNE 5&6TH OUR CHAPTER OFFICERS ATTENDED THE OFFICER TRAINING IN GORHAM NH THIS IS TO HELP ALL CHAPTERS RUN THE SAME WAY. WE HAD A GREAT RIDE UP ON FRIDAY NIGHT BUT DID HAVE A WET RIDE HOME ON SUNDAY.

OUR TRAINERS WERE WAYNE FERLAND PAST NH DIRECTOR AND MACK & MABEL MCMENEMY OF NOVA SCOTIA WHO PRESENTED THE INFO TO US ALL.

THIS MONTHS MEETING AT DHMC HAD A GOOD TURN OUT WITH 15 GWRA MEMBERS ATTENDING WE HAD GUEST THIS MONTH FROM VT CHAPTER A. WITH THE RAIN WE DID NOT PLAN A RIDE.

AT THIS TIME FOR THOSE WHO WERE NOT IN ATTENDANCE WE DID INTRODUCE THE CHAPTERS NEW ASST .CHAPTER DIRECTORS BILL & DEE BASCOM.

QUICK REMINDER WITH WINGDING AND 4TH OF JULY WE WILL HAVE OUR NEXT MEETING ON JULY 11TH

BILL & JUANITA CD

BILL & DEE ACD

DISTRICT DIRECTORS MESSAGE

Hello All, Can you believe it, June already. Summer begins soon, and we have already had some beautiful summer days. Hopefully we will have lots more bright sunny days over the next few months, perfect for riding. How quickly the months fly by. They say time flies when you are having fun, and Dick and I must be having lots of fun, because time sure is flying.

Next weekend the officer Certification Program will be held in Gorham, New Hampshire, at the Town & Country Motor Inn. There will be a total of 27 people attending the program, from New Hampshire, Vermont and Maine. Although, this program got off to a difficult start, we have heard many positive statements from people that have attended. I am looking forward to attending and am certain that the time will be well spent. We are pleased to report that all Chapter Directors and Assistants in the New Hampshire District will be certified, along with two Rider educators, a treasurer and other members of the District Team. Your support of this program is very much appreciated and we know that our District will benefit from your efforts. New Hampshire is very fortunate to have such wonderful people who are willing to devote so much time and energy to GWRRA. Special thanks to all of you who attended the District Meeting in May. Everyone on the District Team was in attendance!

Wing Ding is fast approaching and I believe I heard that there were sixty five members from New Hampshire attending Wing Ding, which is more than most of the other states in Region B. Way to go New Hampshire! I will try to confirm the exact number and report back to you after the event.

Our long awaited New England Districts Convention/Rally will be held in July. If you have not signed up, please remember to do so, and make your hotel or camping reservations as well. If you have never attended a convention, and have the time, a day trip to the rally would be a great way to experience the fun!! You do not know what you are missing if you have never attended. Since the rally is in New Hampshire, it is a great time to take advantage of this wonderful fun filled experience. Let's just hope for sunny weather so we can show off our beautiful New Hampshire scenery.

We would like to take this opportunity to thank some of the wonderful vendors who support our District. Special thanks to Jim and Sue Venne of **Venco Wings** for opening their home to us for the New England Districts Convention Meeting and for the New Hampshire District Meeting. Thanks to **American Trike and Motor Sports** for their support of Chapter NH-E and to **Absolute Power Sports** for hosting Chapter NH-K's monthly meetings. Please remember to patronize the vendors who support our District.

We want to take the opportunity to wish all the Dad's a Happy Father's Day.

Ride Safe, Ride Often

Pat & Dick

Lorraine and Earl Knight
Regional Directors

Dave and Crystal Godin
Asst. Regional Directors

Please see the June issue of the Beacon for Regional Articles

DIRECTOR OF GWRRA MESSAGE

Riding Season is in full swing...

Hello fellow Wingers,

This is Lori's and my favorite time of year. The Wing is T-CLOCSed and ready to go. I went down to a local parking lot and knocked off the winter rust, practiced some braking, turning and swerving maneuvers. I'm glad to

report I remembered how to handle that fine machine, and it's time to start visiting our friends and enjoy some great

riding. There is something about the feeling I get when riding the open road. Being in the environment, smelling

spring in the air, and seeing all the trees and flowers exploding with new color, calms my mind and takes me to that

"Happy Place" that only motorcycling can bring.

Encourage your Chapter to get out there and ride, ride, ride... Befriend a new Member and invite them along. Let's

get out there and show the community what we're all about. We're Gold Wingers on a mission to ride, enjoy great

friends, and create new stories. I remember a quote my high school counselor had hanging on his wall, "Few people

live, most merely exist." GWRRA Members know how to truly live and enjoy life to the fullest.

Final preparations for Wing Ding 32, in Des Moines, Iowa, are completed, and we can't wait to see all of our

GWRRA friends. Things have been a little hectic at the Stiger household adjusting to our new responsibilities.

We're ready to cut loose and have a good time, how about you? There are a ton of great activities to be enjoyed by

all. So be sure to come and join in the fun. If you can't make it, we understand. Lori and I are going to visit many of

the District and Region Rallies, so perhaps we'll see you there.

Looking forward to those hardy handshakes and great hugs,

Mike

DISTRICT EDUCATORS

How to read a Motorcycle tire

It's a rotten feeling. You look down at your tire, and there's no denying that those nice deep grooves have become

shadow of their former self. It's a goner, and it's getting worse with every mile. As you look around your local

motorcycle shop for a new tire, you see all sorts of letters and words on the sidewalls. Would you believe just

about everything you need to know about a tire, including when it was made is contained there? It's really not that

difficult to decipher the black art of tire designations, and knowing what you've got makes you a well-educated

consumer -which is never a bad thing.

Tire Size

First off, there's those big numbers and letters that may read something like 130/90 16, or MT90 16. These

numbers indicate the size of the tire, and the rim it's designed to go on. In this case, these are both the same size

tires.

How can we tell?

The 130 designates the tire's width in millimeters, measured in a straight line through the tire from one edge of the

tire's tread to the other. The second number 90 is a bit trickier to understand. This represents the aspect ratio

between the tire's width and its height, or how tall a tire is in relationship to its width. Simply put, the higher this

number is, the taller the tire will be. In this case, the tire is 90 percent as tall as its width, or 117mm. The last

number, 16, is the tire's rim diameter expressed in inches. The width on some tires may be expressed in inches as

well, but usually the aspect ratio is left off.

The other series of numbers and letters, MT90 16, represents the same tire size, but it's expressed in an alphabetical

code. M means the tire is designated for motorcycle use. T is the tire width code, 90 is the aspect ratio and 16 is

the rim diameter. The alpha numeric system is the older method for tire sizing. In the old days, tires just didn't

get much bigger than an MV85, which corresponds to a 150 MM width. Therefore, newer tires larger than 150

MM will only carry the metric sizing designation.

Size conversion chart

Front Tires Rear Tires

Metric Alphanumeric Metric Alphanumeric

80/90 MH90 110/90 MN90

90/90 MJ90 120/80 MP85

100/90 MM90 120/90 MP85

110/90 MN90 130/90 MT90

120/90 MR90 140/90 MU90

130/90 MT90 150/80 MV85

150/90 MV85

Speed and construction

Interspersed with these sizing numbers, you're likely to find other letters that'll appear as such: 160/70 VR 16,

170/60 R 16V, or in other combinations. These two extra letters indicate speed rating and tire construction. Each

Page 6 of 17

letter in the speed rating notes the maximum speed a tire can sustain under its recommended load capacity. For

instance, V is equivalent to a maximum speed of 149 mph. Because this rating system was created in Europe, the

increments per letter are in 10 kilometers per hour. The next letter, R, indicates the construction used within the

tire's casing. R stands for radical construction and B means belted bias.

Load and pressure codes

The next number or letter you may encounter, after the tire size, is the load index. This is the weight the tire is

capable of handling when properly inflated. It's usually expressed in either a numerical code, or a letter code.

Most manufacturers will also spell out on the sidewall what that maximum load is so there's no guessing - you'll

find it usually listed with the tire's maximum air pressure. It's good to note here that you should only fill a tire to

the motorcycle manufacturers recommended level. Besides under inflation, one of the biggest mistakes people

make with their tires is to overfill them to the maximum level indicated on the sidewall. This leads to poor

handling and premature wear. If in doubt, either consult your owner's manual, contact your local dealer, or go to

the tire manufacturer's website. Most include the recommended pressure for each motorcycle along with other tire

options. And, be sure to measure pressure when the tire is cold. Measuring hot will skew the numbers.

Rotation and balance marks

One of the more critical marks on a motorcycle tire is the rotation arrow, or arrows. Today's specialized tires

generally have a tread pattern that must go in only one direction. Some manufacturers even state that their tread

patterns are designed to disperse water, and by mounting the tire backwards, they won't work. The other big reason

for noting wheel direction has to do with the manufacturing process. The tread rubber is initially a flat strip that's

cut to length, at an angle, and then spliced together with the two ends overlapping, creating a hoop. Under

acceleration, a tire mounted backwards will try to peel back this splice. The opposite is true for the front wheel,

where directional forces are reversed under hard braking. Another mark to look for when mounting a tire is a

painted balance dot, or dots. Most tires are pre-balanced by the manufacturer. They will then put a mark on the tire

indicating when the valve stem should line up.

Born on date, and wear's the tread?

Other useful information on the tire's sidewall includes its manufacturing date. Look on the side for a raised block

with four digits; it's usually next to the U.S. DOT tire identification number. The first two indicate the week of its

manufacture, and the last two are for the year. For example, 1702 would indicate the tire manufactured in April

2002. Prior to 2000, there were only three digits, with the last one indicating the year. Some tires may have raised

triangles, or the letters TWI, to show where the tire wear indicators are in the tread. When these marks are equal to

the tread, it's time for new tires.

Anything else?

Other information on the sidewall is usually spelled out: "Tubeless" or "tube type" may be substituted with the

Letters TL or TT respectively, and the tire ply, composition and materials used may also be spelled out.

Now you know all you need to know to have an intimate conversation with the black hoops around your rims!

Dave & Sue Perrin

EDUCATION CORNER

TOPIC: THE INVISIBLE MOTORCYCLIST

"I never saw him. He came out of nowhere!" That's probably the most common statements heard at a collision between an automobile and a motorcyclist. They're usually made by the operator of the auto because the motorcyclist is unconscious (or worse).

As riders we wonder, "How can *they* NOT see us? Are *they* just not looking?"

A lack of attention on the part of the driver does explain some of the car/bike collisions; the distracted driver, cell 'phones, unruly children, etc. All these can contribute **BUT** some responsibility belongs to the motorcyclist as well.

I know. I know. That's heresy. Let me explain.

- Motorcycles make up about 3% of the "normal" traffic flow.
- People "see" what they expect to see; things like cars and trucks

Unless the rider does something to visually stand out, he can be easily overlooked.

- Motorcycles **ARE** much harder to see than cars/trucks because of their smaller size. A motorcycle can easily be "lost" in the background even with the headlight on.
- Many motorcycles are colors that lend themselves to blending into the environment. Particularly dark colored machines (black is the color of pavement after all).

Many motorcyclist wear dark colored helmets (or no helmet at all, but we won't discuss those here) AND dark colored clothing. A number of studies in the US and abroad have shown that a light colored (white, silver, yellow) helmet is more noticeable (during daylight hours) than a dark colored (black, dark red, dark blue) helmet. Why? The driver sees this bright colored "orb" floating above the traffic (most riders heads are higher than the hoods/windshields of cars). It's DIFFERENT.

Lastly (and sadly), most motorcyclists are not skilled in emergency maneuvers. Over 13% of the motorcyclists involved in fatal crashes made NO effort to avoid the collision. They didn't brake, they didn't swerve, they just rode right into the collision. That's because, after they've gotten their license, they don't practice those kinds of maneuvers regularly (or ever). Motorcycling is a SKILL. It takes practice.

So how can you NOT be the Invisible Motorcyclist?

- Position your bike so it can be seen and identified in the traffic stream.
- Wear bright colors
- Consider getting a brightly colored bike
- PRACTICE your emergency maneuvers

Or you could take the advice I got once from a very experienced rider. He told me not to "ride like I was invisible." He told me to ride like they can see me and are actively planning to do something to take me out."

By Jim Culp

Borrowed from rider education program

WANT TO WISH ALL THE FATHERS A HAPPY FATHERS DAY MAY YOU ALL HAVE A GOOD DAY

BILL & JUANITA

date	time	Depart from		Event
June 30 th -july 3 2010				Wing ding 32 De Moines Iowa
July 22 nd -24 2010				New England District Rally Gorham,NH
August 29 th **	Tba	Tba		NH K Mini Golf Tournament
September 12 th	Tba	Tba		NH E Hobo Stew Keene
September 26 th	Tba	Tba		NH District picnic Mount Washington Host NHK
October 10 th **	Tba	Tba		NH G Fall Foliage Poker Run
November 6 th -7 2010	Tba	Tba		NH A weekend Extravaganza

**Indicates Chapter Fundraiser