



Valley Riders

May 2017



Volume 4

Number 5



What's Happening



Monthly Meeting: It was not our usual meeting this month and Caren and Jim were vacationing with their family. Still John and Jerry did a great job of keeping our meeting interesting. Sindi helped out with the birthdays and anniversaries, then followed it up with upcoming socials. Jerry pointed out that with the weather change it's time to really check your bike over and when riding he reminded us about hydrating, taking ride breaks and with California roads so bad keep your nose forward so you don't hit one of the many potholes. Due to the rain no one made it on the ride to the Center of California that was planned. Sindi and John went in the car and it definitely was not a good ride day in the foothills. Lots of wet areas and then the rain returned just after we found the monument. Hopefully we can reschedule as this would be a nice ride after a meeting. Currently we split the 50/50 so there are two winners, it was suggested we have one winner and the balance be given to charity. The second was the possibility of having shirts and possibly with the logo that was brought in a few months back. John said he would pass it along to Jim and Caren for a future discussion.



Monthly Social: Well... we had our dinner social with a lakeview! We received several phone calls about not being able to get to Triangle Drive-In. John & Karen holed up at a McDonalds and Diane & Gary were braving the flooded streets in his 4x4. The final call came from Jerry who was waiting in the parking lot at Triangle after riding his bike through a foot of water (don't put your feet down!). Jerry let us know that if we used Clinton and turned down Winery it was smooth sailing! So we got on the phone and let those that called us know. It was just fine coming in that way, but as we sat eating out burgers, we watched tow trucks pulling cars out of the water on McKinley. Those of us that make it had a great time and those who tried... well, thanks for trying, we missed you! We had a great time talking about the weather.



McKittrick Hotel Ride: A week day ride was great. We stopped in Kettleman City, then to McKittrick for lunch, then on to Taft for a tour West Kern Oil Museum. Fantastic group of friends.



Celebrations



Birthdays: May 6: **Randy Patrick**; May 9: **Oscar Williams**; May 27: **Trinette Wallace**;
May 29: **Lynn Massingham**

Anniversary: May 2: **Gary & Diane Williams**; May 4: **Oscar & Charlene Williams**;
May 14: **Ken & Linda Stark**



Safety



T CLOCK Checklist

T-TIRES & WHEELS

Tires Condition Tread depth, wear, weathering, evenly seated, bulges, embedded objects. Front
Rear

Air Pressure Check when cold, adjust to load. Front Rear

Wheels Spokes Bent, broken, missing, tension, check at top of wheel: "ring" = OK — "thud" =
loose spoke. Front Rear

Cast Cracks, dents. Front Rear

Rims Out of round/true = 5mm. Spin wheel, index against stationary pointer. Front Rear

Bearings Grab top and bottom of tire and flex: No freeplay (click) between hub and axle,
no growl when spinning. Front Rear

Seals Cracked, cut or torn, excessive grease on outside, reddish-brown around outside. Front
Rear

Brakes Function Each brake alone keeps bike from rolling. Front Rear

Condition Check pads and discs for wear. Front Rear

C-CONTROLS

Handlebars Condition Bars are straight, turn freely, handgrips and bar ends are secure.

Levers and Pedal Condition Broken, bent, cracked, mounts tight, ball ends on handlebar levers,
proper adjustment.

Pivots Lubricated.

Cables Condition Fraying, kinks, lubrication: ends and interior.

Routing No interference or pulling at steering head, suspension, no sharp angles, wire supports
in place.

Hoses Condition Cuts, cracks, leaks, bulges, chafing, deterioration.

Routing No interference or pulling at steering head, suspension, no sharp angles, hose supports
in place.

Throttle Operation Moves freely, snaps closed, no revving when handlebars are turned.

L-LIGHTS & ELECTRICS

Battery Condition Terminals; clean and tight, electrolyte level, held down securely.

Vent Tube Not kinked, routed properly, not plugged.
Headlamp Condition Cracks, reflector, mounting and adjustment system.
Aim Height and right/left.
Tail lamp/brake
lamp
Condition Cracks, clean and tight.
Operation Activates upon front brake/rear brake application.
Turn signals Operation Flashes correctly. Front left Front right
Rear left Rear right
Switches Operation All switches function correctly: engine cut-off, hi/low beam, turn signal.
Mirrors Condition Cracks, clean, tight mounts and swivel joints.
Aim Adjust when seated on bike.
Lenses & Reflectors Condition Cracked, broken, securely mounted, excessive condensation.
Wiring Condition Fraying, chafing, insulation.
Routing Pinched, no interference or pulling at steering head or suspension, wire looms and ties
in place,
connectors tight, clean.

O-OIL & OTHER FLUIDS

Levels Engine Oil Check warm on center stand on level ground, dipstick, sight glass.
Gear Oil, Shaft Drive Transmission, rear drive, shaft.
Hydraulic Fluid Brakes, clutch, reservoir or sight glass.
Coolant Reservoir and/or coolant recovery tank — check only when cool.
Fuel Tank or gauge.
Leaks Engine Oil Gaskets, housings, seals.
Gear Oil, Shaft Drive Gaskets, seals, breathers.
Hydraulic Fluid Hoses, master cylinders, calipers.
Coolant Radiator, hoses, tanks, fittings, pipes.
Fuel Lines, fuel valve, carbs.

C-CHASSIS

Frame Condition Cracks at gussets, accessory mounts, look for paint lifting.
Steering-Head
Bearings
No detent or tight spots through full travel, raise front wheel, check for play
by pulling/pushing forks.
Swingarm Bushings Raise rear wheel, check for play by pushing/pulling swingarm.
Suspension Front Forks Smooth travel, equal air pressure/damping, anti-dive settings. Left Right
Rear Shock(s) Smooth travel, equal pre-load/air pressure/damping settings, linkage moves
freely and is lubricated. Left Right
Chain or Belt Tension Check at tightest point.
Lubrication Side plates when hot. Note: do not lubricate belts.
Sprockets Teeth not hooked, securely mounted
Fasteners Threaded Tight, missing bolts, nuts.
Clips & Cotter Pins Broken, missing.

S-STANDS

Center stand Condition Cracks, bent.
Retention Springs in place, tension to hold position.
Side stand Condition Cracks, bent (safety cut-out switch or pad equipped).
Retention Springs in place, tension to hold position.

The Importance of Hydration While Riding Motorcycles

Most people don't think hydration is important when riding their motorcycles because it's just like driving a car, right? Wrong! Factors such as: direct exposure to the sun, higher temperatures, and high humidity can all contribute to dehydration while riding motorcycles. Not to mention that riding either competitively or over rough terrain is one of the world's most physically demanding sports. It's a shame that not enough people know this. Read on to learn how to keep hydrated and keep riding at peak efficiency.

Proper hydration is essential while riding your motorcycle because dehydration can cause fatigue, dizziness and confusion, which could easily cause you to crash. Other symptoms of dehydration could include mental fogginess, slower reaction time, bad decision making, shallow breathing, and low blood pressure. If it is hot outside, and you are not sweating, this is a pretty sure sign that you are dehydrated and you could be nearing heat stroke.

Dehydration has a cumulative effect – your body doesn't magically hydrate itself without you drinking the proper amounts of water. Just like a radiator; it does not refill its own coolant. So for example, if you are 5 percent dehydrated on Friday, and don't drink enough water to become fully hydrated again, then on Saturday you don't drink enough water once again, you will be at least 5 percent dehydrated from Friday, plus whatever you lose on Saturday. This compounding rule is your worst enemy when you aren't hydrating properly!

To remain hydrated while you're out on long motorcycle rides, there are a few simple rules to follow. First things first: start drinking water before you even go out to ride. In fact, don't even put on your motorcycle boots or jacket until you've had at least one glass of water. We've all heard the old rule: 8 glasses of water a day. However, you actually may need to drink more or less water than that, depending on your body size. A better rule to remember is to take your weight in pounds and divide it by 2 for the number of ounces of water you should be drinking every day. So for instance, if you weigh 160 pounds, you should be drinking 80 ounces of water per day. This is always important, but it is absolutely crucial to abide by this rule while riding in the heat.

Caffeinated drinks like coffee, soda or energy drinks will actually dehydrate you even more because the caffeine acts as a diuretic. "Diuretic" is a term to define a class of substances which push the water out of your system, and dry you out. If you absolutely can't function without some caffeine in your system, a good rule to follow is to make sure to drink an extra ounce of water for every ounce of caffeinated drink you consume.

A great way to make sure you are consistently hydrating throughout the day while you are riding your motorcycle is by wearing a hydration pack or hydration system. These strap on your back just like a backpack, and contain a water reservoir with a straw leading out of it so you can easily drink from it hands free while riding. Most hydration packs will hold at least 70 ounces of water (some hold up to 100 ounces), and many have extra pockets and compartments to hold items like your wallet, cell phone, tools, maps, etc. Another option is to carry bottled water with you in your gear bags or saddlebags, but with this method you have to pull over and stop every time you want to take a drink.

Regardless of whether you choose a hydration pack or bottled water, be sure to schedule regular breaks and stops in extreme heat to cool off inside gas stations, restaurants or rest stops. You may be tempted to wear as little clothing as possible when it's hot, but (contrary to popular belief) bare skin absorbs more heat from the sun, which raises your core temperature. So, always wear a lightweight motorcycle jacket and pants. They will prevent the sun from

drying out your skin and raising your temperature, not to mention protect your skin from road rash in the event of a fall. Wearing a motorcycle helmet not only protects your head, but studies show that motorcycle helmets diminish the effects of hot wind and lessen the likelihood of dehydration.

Motorcycling is supposed to be fun, so don't fall victim to dehydration when you go out and ride. Follow these motorcycle hydration tips and keep riding at peak efficiency, while feeling better.



Rides/Activities

Sat May 6: Dry Creek Ride leaving from Perko's at Clovis & Kings Canyon 8:00 am

Sat May 13: Estrella's Wings & Wheels Open House Ride, leaving from Brook's Ranch
8:00 am



Next Get Together

Friday Night Coffee and Conversation: Starbuck's in Riverpark (near the circle) 7:00 pm

Monthly Dinner Social: Thursday, May 11: Fat Jack's 625 W Shaw Ave (Shaw Ave/Willow)
6:30 pm

Monthly Meeting: Saturday, May 20: Yosemite Falls Cafe 4278 W Ashlan Ave Fresno
(Ashlan/Hwy 99) 8:30 am



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