



Valley Riders

June 2016

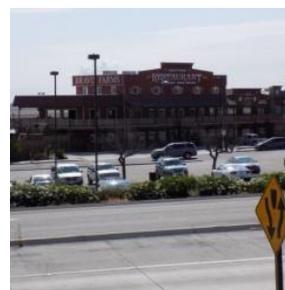


Volume 3

Number 6



What's Happening



Estrella War Bird Museum: The weather may have been a little ugly, but we were going to go anyway. Jerry met John and Sindi at Brooks Ranch fueled and ready to go. We never hit any rain. It turned out to be the perfect temperature as we head down Hwy 41. We met John C down near Hanford and continued. After making a nice stop in Cattleman City the sky opened up and became quite pleasant. The ride through that part of the California was so beautiful. We found our way to Estrella along with lots and lots of people. The guys took their bikes to a special parking area for motorcycles, they wouldn't let me in with the car. No problem I found close parking near the gate and within minutes we were reunited. John wanted to find his jet so him and I went one way and Jerry and John went another. We all met up in the hanger before heading back. We had decided to stop at Bravo Farms earlier to so we enjoyed a late lunch/early dinner. Interesting place, stop and visit. They have a wonderful ice cream parlor. If was a full day and everyone enjoyed themselves.



Monthly Dinner Social: We had a great time at Ha Ha Sushi tonight with 13 members in attendance. The food was good and sitting with friends was even better. Everyone is looking forward to our next get together.



Monthly Meeting: We had 17 attend our meeting Saturday. We welcomed 4 new members: Jim Bingham, Bruce & Lorraine Hinman, and Leland Donaldson. We would like to thank you for coming and joining us. John C. talked to us about the new Dunlop Elite 4 tires and making sure you have an 'escape route' when stopping behind a vehicle. Sindi talked about our next dinner social at Fat Jack's in June and Wendy updated us on our membership. Many thanks to John Cunningham for helping out with the raffle tickets. Our 50/50 winner was Bruce Hinman. Congratulations to him.



New Facebook Page: Valley Riders has been in existence for 2 years now and we are moving ahead, not only by riding, but socially too. Wendy Patrick created a new Facebook group page. It is: [The Valley Riders](#)

Check it out! Don't delay! There are already posts on the new group page to keep you informed about what's happening.



Celebrations

Birthdays: No birthdays

Anniversary: Jun 19: Richard & Mary Richardson; Jun 21: Dale & Kim Grant; Jun 22: Lynn & Nelda Massingham; Jun 24: John & Karen Cunningham



Safety



Dunlop Introduces New Elite 4

There are only three things you really need to know about the all-new Dunlop Elite 4, sayeth Dunlop: mileage, mileage, and more mileage. According to a test performed by an independent lab in March of 2016, with 130/70R18 and 180/60R16 Dunlop Elite 4 tires on a 2007 Honda Gold Wing, you could cross the U.S.A. six times before needing to replace your tires. Correct, up to 18,000 miles.

That's down to Dunlop's MT Multi-Tread rear tire technology; the rear tire uses a tough, long-wearing compound in the center, and special lateral compounds along the outside edges of the tread for cornering grip. Dunlop says it's the only true multi-tread design the cruiser and touring tire market, and gives riders the best of both worlds: outstanding mileage and handling.

They also point out somewhat jokingly that, like Ford trucks, nine out of ten Honda Shadows are still on the road. Rather than focus on developing a tire solely for new machines, Dunlop went about it a different way than usual, using registration data to target the most popular models on the road today, and engineering a tire to work well across that very broad cross-section.

Tires can have a transformative effect on a motorcycle, says Dunlop. Older bikes rolling on older tire tech, with less braking and cornering grip and less compliance than modern tires, will be in for a treat. "The E4 gives new life to older bikes by taking all those evolutionary advancements to the next level with better mileage, more wet and dry grip, less road noise and improved ride compliance."

The Elite 4 will be offered in a plethora of sizes to fit nearly every motorcycle still rolling, some radial but mostly bias ply – but most riders will at least double their mileage compared to whatever tire they’ve been running. Unless it’s a car one. (The Dunlop people attend a lot of bike events, and have gone from being amazed to amused at the number of riders who think car tires are a good idea. They, naturally, think it’s a terrible one.)

While Multi-Tread technology forms the central advantage of the Elite 4, other technologies round out the package. Dunlop’s continuously wound hexagonal bead construction – originally developed for Dunlop’s racing tires – stiffens the lower sidewall and is claimed to supply superior feel when cornering.

The tire’s aggressive new tread pattern is an outgrowth of the cosecant-curve design Dunlop first introduced in its DOT race tires, then carried into the Sportmax family. This new pattern features significant land area and long tread grooves that put more rubber on the ground for greater dry grip and mileage. These long grooves help evacuate water, contributing to greatly enhanced wet-weather performance compared to the Elite 3, which had been around since 2005. The new tread is also designed to provide even wear from center to shoulder for consistent handling as the miles add up. Also, Dunlop says, both front and rear patterns were designed to limit road noise for a quieter ride.

The new pattern also includes innovative tread depth indicators incorporated into the tread pattern design that disappear when the tread depth reaches 1/32-inch of remaining tread – the legal limit – providing a clear visual indication when it’s time for a new tire.

The design team, Dunlop says, targeted high mileage and balance, easy handling, excellent straight-line, braking and cornering stability in dry and wet conditions. The Elite 4, it concludes, “sets a new standard for mileage and versatility in the Dunlop product line.”

Furthermore, the tire was designed and engineered at Dunlop’s Buffalo, New York, headquarters, tested on the road and at the Dunlop Proving Grounds in Huntsville, Alabama – and 75% of the tires will be manufactured in Dunlop’s Buffalo plant.

Elite 4 Bias Front

Size	Speed Index
130/90B16	73H
130/70-18	63H
100/90-19	57H
110/90-19	62H
80/90-21	48H

Elite 4 Bias Rear

Size	Speed Index
170/80B15	77H
150/80B16	77H
160/80B16	80H

Elite 4 Radial Front

Size	Speed Index
130/70R18	63H

Elite 4 Radial Rear

Size	Speed Index
180/60R16	80H



Rides

Jun 4: **Yosemite Ride** leaving Starbucks (Riverpark) 8 am

Jun 25: **Carmel Ride** leaving Mc Donald's (Marketplace Shopping Center) 8 am



Next Get Together



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

Monthly Dinner Social: Thursday, Jun 9: **Fat Jack's** 625 W Shaw Ave Clovis 6:30 pm

Monthly Meeting: Saturday, Jun 18: **Yosemite Falls Cafe** 4278 W Ashlan Ave Fresno
(Ashlan/Hwy 99) 8:30 am



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www.thevalleyriders.com



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