

# MMSP Newsletter July 1999

## Duty Day Ride

The duty day ride was simply awesome. We left Burger King around 0830 and headed for Trenton. We were greeted with a detour because of road construction. We made a few wrong turns, but we were quick to get back on track. At 0930 we crossed over the Delaware River at Washington's crossing to continue our ride on the Pennsylvania side of the river. From there on out it was beautiful winding road and minimal traffic.

We stopped for lunch at?????, an interesting place. They gave us crayons to draw on the tables. Pretty scary considering the bunch we had.

We only had six bikes show for this event. I would like to thank the six that attended, We had an excellent time. However as far as the ride itself goes, simply awesome.

The next ride will be to the Harley Plant in York, Pa. There will be a mandatory safety briefing before hand. Date to be announced, plan on around early September.

## Motorcycle Maintenance Tip

Paul and I are quite often asked "What is a good tire for my motorcycle?" . First there is no best answer to this question. You have to ask yourself what kind of riding do you plan on doing? How long do you expect a tire to last? Once you have answered these questions talk to other riders get info off of the web, just get informed. Only then will you be able to make a wise tire choice. In case you were wondering I dug up a list of the speed ratings. Note usually the higher the rating the faster it wears.

### Speed Ratings

Speed ratings signify the safe top speed of a tire under perfect conditions. Common speed ratings are:

Q=99 MPH	S=112 MPH
T=118 MPH	U=124 MPH
H=130 MPH	V=149 MPH
Z=149 MPH and over	
W=168 MPH	Y=186 MPH

**NOTE:** WHEN NEW TIRES ARE FITTED, THEY SHOULD NOT BE SUBJECTED TO MAXIMUM POWER OR HARD

CORNERING UNTIL A REASONABLE "RUN-IN" DISTANCE OF APPROXIMATELY 100 MILES HAS BEEN COVERED.

## Motorcycle Riding Tip

The mirror has often been thought of a regulatory nuisance by many motorcyclists. After all, most of your attention should be focused on what's ahead of you, not what's behind of you. While this rule applies to the majority of circumstances, keeping an eye on what's behind of you can be of major importance also. Having the ability to quickly check your buddy's riding position during a ride, or watching your back at a stoplight to ensure that someone does not make you a hood ornament are just a few reasons we should take the time to ensure that our mirrors are adjusted correctly. They must be properly adjusted so that you can quickly scan the area behind of you, without having to go through a range of physical motions to do it.

Some riders prefer a view that shows more of the side than the rear. We tend to like more of a rearward view, as the mirrors should not substitute a head check while switching lanes. You should be able to glance down at the mirror with a minimum amount of head movement, in your normal riding posture and see a decent view of what's behind you. On many bikes it may be impossible to get your elbow completely out of the view, but obviously the less blockage the better.

A common problem with many sport bikes is that it is not easy for the rider to pick up the "rearview reflex"; being forced to pull in their elbow that's blocking their mirror, in order for them to see what's going on behind of them. The combined physical action requires excessive time to accomplish compared to a simple glance out of the corner of the eye.

On some models of motorcycles the mirror positioning and the somewhat limited range of adjustment makes the "mirror reflex" effort seem unavoidable to an extent. But even with these bikes, one can still obtain an acceptable rearview by

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taking the time to play with the mirror's adjustment. A big problem is that many riders don't realize that today's motorcycle mirrors have a wider range of adjustability. If you still can't get a good rearview may be another set of mirrors are what's needed, however you get a decent view with what came with your motorcycle if you just spend the time to properly adjust them.

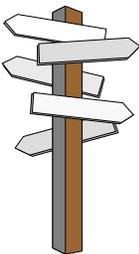
## Rocky Roads Ahead!

In case you haven't noticed McGuire AFB roads are a mess. In the end it will be for the best, but for now we have to live with what we have.

The contractors tend to do things without us motorcyclists in mind. Like filling in a hole with pea gravel, or cutting a three-foot trench in the middle of the intersection and not marking it.

It is our responsibility as motorcyclists to be on the look out for these things.

Remember back to class, you have to be actively and aggressively scan for vital information. The contractor is not going to be hurt if you fall, you will! Keeping your head up and looking 12 seconds ahead is the key to avoiding these unpleasant circumstances.



McGuire AFB has already experienced one unfortunate mishap, let's try and prevent another!

## Freehold Challenger?

Okay we all know Freehold is a pretty awesome event. I guess there is about 2000 to 3000 bikes there, right. I had previously thought this was the largest around. Well it still is for a monthly event.

How would you like to be part of 15,000 Motorcyclists? That would dwarf Freehold. Turns out that real close to home it is going to happen. On August 20 in Lansdale, PA. This is the largest one-day motorcycle event in the country! Things kick off at 1800 in this little town. I am planning for everyone to meet at Mount Holly Powersports on 38. I would like to leave by 1700. I know this is a

little tight but to be there in time we need to leave early. Mark your calendars and be there!

## Upcoming Events!!

July 29: Ride to Freehold, NJ  
Meeting at 1800 at the Mount Holly Power Sports on 38.

Aug 12: ERC Class (experienced)  
For info contact your safety rep.

Aug 20: Ride to Lansdale, Pa  
Meeting at 1700 at the Mount Holly Power Sports on 38.

Aug 25-27 RSS (beginner)  
For info contact your safety rep.

Sep. 03: Not confirmed but looks good  
Duty Day Ride to York, PA  
Mandatory Safety Brief  
Time and Place T.B.A.

Contact Us:

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Information on:

Public Folder/ 305AMW/ Wing Safety/ Ground Safety/ Motorcycle Safety

### Safety Gear Required by

#### AFI 91-207; THE AIR FORCE TRAFFIC SAFETY PROGRAM

- λ Operator and any passenger must wear a protective helmet
- λ Operator and any passenger must wear impact resistant goggles or a full-face shield on their helmet
- λ Brightly colored or contrasting vest or jacket as an outer garment during the day and reflective during the night. Outer upper garment will be clearly visible and not covered.
  - λ Long sleeved shirts or jackets
  - λ Full fingered motorcycle gloves or mittens
    - λ Long trousers
    - λ Sturdy foot wear

Please disseminate this newsletter to all motorcyclists you know. If you know of a place to post it please do. If you are interested in submitting an article please contact us.