



Chapter Chatter

Gold Wing Road Riders Association

Wisconsin Chapter A



May 2010

Welcome To our May Chapter Gathering!

Kevin Puckett, Chapter Director

Tire Kicking 2010 in the books!

Our 2010 Tire Kicking event was a big hit! The success of this event could not be possible without everyone in Chapter-A, pulling together and pitching in! Thank you to ALL of you for all you do for us!

2010 Tire Kicking Committee Chairpersons:

Peter & Janet Bales	Facility
Yvonne Paffel	Delicious Food
Denny Paffel	Service
Gary Mason	T-CLOCs
Jan Williams	Registration
Bob Schwabe	Set-up/Clean-up
Laura Peche/Steve & Jan Lund	Prize Table
Bob Rosenbaum	Seminars

Saturday, June 5 – Chapter-P River Cruise/Camp Out 648 West Kemp Street Rhinelander, WI

Curtis will lead our group to Rhinelander for this fun event. We will have to leave early (5:30am?), since Rhinelander is about 300 miles from Beloit. We board the boat at 12 noon with departure at 12:30p.



Curtis has made arrangements for those interested, to camp out at the home of Denny Resch in Antigo, WI. This is about 45 miles south of Rhinelander. After the cruise, we can ride to Denny's house and enjoy a campfire and have a place to set up our campers for the evening.

Saturday, June 12 - Chapter-H Fundraiser Ice Cream Re-Pay & Mallards Baseball Game Lutheran Church - 2126 N Sherman Ave - Madison, WI

This will be a fun-to leave **Jake's** This will put us at a.m. for those the "Blessing of **Mallards**" Chapter Lunch starting at 11am.



filled day! We will plan **Mobil at 9:00 a.m.** the church before 10:30 interested in attending the Bikes" prior to the

After lunch, the Chapter-A gang will serve Ice Cream to repay our 2009 A/H mileage contest debt. We have then been invited to join some of the Chapter-H people at the

home of Bruce & Bernie Hanson in the afternoon to limber up the pitching arms of anyone interested in throwing out a pitch or two at the game which starts at 6:05 p.m.

Thursday Night Bike Nights

We began this weekly event last year and had a lot of fun. Rather than doing a 2 hour ride, on Thursday evenings, we select a location to meet, show off the bikes a little, talk to people interested in our bikes and visit with friends. The location changes every week, but here are a few of the types of locations we visited in the past: Starbucks Coffee House, Jimmy John's Subs, Atlanta Bread Company, Cold Stone Creamery, and a couple of old fashioned Drive-ins just to name a few. How about setting one up for us? Just pick the location and let Kevin know. We will get it on our calendar and send an e-mail.



Rider Education

By Denny & Yvonne Paffel

RIDER ED 'GIMME 5'

Buyer Beware (Or At Least Be Informed) When It's Time To Replace Your Riding Jacket

Buying a motorcycle helmet that will do its job when needed is pretty simple. Just look for the DOT sticker and stamp and you have a helmet that will do its job when needed. If your headgear also has a Snell rating, so much the better. The rest of your choice is all about fit, color, comfort and design.

But, during my recent search for a new riding jacket, I discovered (once again) how much I didn't know about the subject. So, what follows are things to consider, and for you to decide what is fact and what may be "marketing." Sources include marketing materials from several manufacturers that shall remain nameless and several industry magazines and Web sites. For exhaustive detail on the European standards, visit:
<http://www.pva-ppe.org.uk/standards.htm>.

When many of us were in our teens, jacket choice was pretty simple – tough black leather. But now we have leather in multiple weights, and materials like Cordura, Ballistic Nylon, and Kevlar. Which is best? The answer is, "The one you are going to wear." Anything beats riding in a T-shirt. But how do you know the one you are going to wear will do the job when it's needed? There are no officially approved safety standards in the U.S. for motorcycle jackets. The American Society for

Testing and Materials (ASTM) may try to change that in the future, but, for now, we are limited to the CE (Conformite European) standard used widely in Europe and adopted by some American manufactures. Testing of body armor to meet the CE standard is similar to the U.S. DOT tests for helmets.

The difficulty is that some jackets have a "CE Approved" label which only means that the body armor used in the jacket is approved, not the jacket material itself. So, claims such as "abrasion resistant," "shock absorbing," "impact resistant," may be misleading. For a jacket to live up to those claims, it would have to meet the PPE standards (Personal Protective Equipment) set in England in 1995.



Look closely at the seams. Seams in the critical areas should have at least one row of concealed or protected stitching, to hold the seam together after the visible stitching has been worn away against the road surface. Check the stitching. It should be regular with no dropped stitches, which indicate a potentially weakened seam.

Leather should have 11-14 stitches per 5 cm, fabric should have 13-16 stitches per 5 cm. Too few stitches means the seam will be too weak, but too many stitches will actually weaken the fabric. Additional layers should be double stitched.

Getting the answers to all of this requires some research. Magazine reviews and motorcycle Web sites are a good place to start. I've had good luck talking directly with the jacket manufacturers. Most are pretty straightforward with their responses to my questions.

So, which jacket is best? To repeat – "the one you are going to wear." Choose yours for comfort, utility, visibility, good looks, and price. Then add a little homework to ensure that the jacket will perform well at the critical time.

Some mesh jackets have a Polyurethane coating that reportedly may melt into the skin when sliding on asphalt. Others are equipped with body armor that would easily fail CE criteria and provide little protection in the event of an unplanned separation of you and your Wing.

When that happens, research tells us that there are critical areas of the body needing the most protection. The area of the most frequent impacts includes knees, hips, elbows and shoulders. So, ensure that your proposed purchase offers good protection in those areas.

While protection of other upper body parts may not require as much armor, abrasion resistance, seam strength and tear resistance are important considerations. The minimum requirement to meet "high abrasion resistance" (sliding on your back, for example) is 4 seconds. An ordinary pair of denim jeans provides 0.6 seconds and a single layer of 1.4 mm cow hide will last 5.8 seconds.

The material itself should have a tear-strength strong enough to repel a sharp object from penetrating the outer layer, and jackets should be lined with a slippery material to allow your body to slide against the external shell, further reducing the risk of your skin being penetrated by sharp objects that get through the outer layer. Additionally the lining should have a high melting point, to ensure it does not melt into your skin under friction from road surfing.

None of the protective material will do you any good if the seams separate under stress. A test reported in Motorcycle News, in the UK found only 4 out of 18 leather suits from the major European manufacturers, passed all the tests against the European Standard. Twelve of these suits failed the burst test due to either thread and/or leather failure.

Chapter-A Officers

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May Birthdays

2	Jeanne Ludeman	21	George Clanke
6	Roy Johnson	22	Bronte Aitken
20	Sandy Kindschi	29	Nan Rosenbaum
20	Sarah Wendorf		

May Anniversaries

9	Tim & Kris Martin
18	Reggie & Karen James

Upcoming Events

Tuesdays	Ice Cream Rides - 6pm Jake's
May 21-23	Dust-Off campout – Glenbeulah, WI
Sat June 5	Chapter P (Rhineland) Boat cruise
Sat June 12	Chapter-H Fundraiser/Mallard's Game
Sun June 20	Chapter-A Gathering – Culvers 5P Newville, WI (Exit 163 I-90)
June 25-27	WI District Rally – Glenbeulah, WI

See our website for more details and information