

## What do you think?

Is the **Engine** the star of your motorcycle? — pumping out all that horsepower making the machine trust forward. Or is it the **look?** flashy part like, Paint, Chrome, Pipes is the formula which makes you and your Bike look cool (**of course it is**)

**What about your tires?** that's also play a big part of your Bike's overall performance, you know what they say "**when the rubber meets the road**"!. No matter what style of bike you ride, tires are essential to performance and **safety**.

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Further, to Mike Drentlaw talking about tires and safety in last month's HOG meeting.

**Your tires are essence part of your Safety. You need to pay attention to. More so than to car tires.**

Here are **5 tips**, which you may already know but it's worth going over them again for a safe ride and with optimal performance.

***Note:** These are basic guidelines for you to be aware of; Always seek advice or consult a qualified professional at the Harley dealership.*

### **1. Keep an eye on tire pressure**

Even if your rubber and rims are in perfect condition, most motorcycle tires will lose a bit of air pressure every month (especially more so during the colder Months).

If you're losing a lot of air pressure, you need to find out why; check your valve stem and your rims.

You need to keep an eye on it? underinflated tires mean poor performance and decreased durability even potential an incident on those Twisties. (We don't want that!!)

Ideally, you should check it before every ride. You could have picked up a nail or something during your last ride. I've been on rides, coming back from a group lunch or an ice cream run, only to find out that someone has a FLAT

Do you know what air pressure your bike needs to be! Not straight forward

## 2. Choose the right tire for the job

Your Bike came from the factory with a set of tires matched to its intended usage: i.e., cruisers come with stiff tires to handle heavier loads.

You can run into trouble when you may choose tires that don't properly matched to your bikes. Maybe to save money, Maybe putting a too-wide tire, thinking you may gain traction.

You don't always need to stick with the same tires that come from the factory every time you need new rubber. However, it's best to follow the **manufacturer's guidelines** with regards to size and tire type (as in the above example, don't use bias-ply instead of radials).

### Manufacturer's guidelines



Tire manufacturers stamp their tires' production dates on the sidewalls in a four-digit code (look for something like 1019, which would mean the tire was made in the tenth month of 2019)

### 3. Age matters

We are not talking about how old you are ! that's for another article. We are still talking about Motorcycle tires, tires wear out from usage, as you'd expect, but they also lose their grip as they age. Tires are also subject to **oxidization**; the older they are, the less pliable the rubber is. This means less grip, which again translates to less **performance** and less **safety**.

Motorcycle tire manufacturers recommend you change tires after they're about **five** years old, to make sure you're rolling safely.

#### Buying new tires

If you're buying new tires from a local dealership, you can make sure they aren't trying to offload a too-old tire on you. Most of them are pretty good and care about the customer safety and retention.

Now, if you buy online, you've got to take whatever tires they send, website like Craigslist, new old stock lying around, then you've got to keep an eye on this sort of thing. The same goes if you are buying a used bike . a good rule of thumb, you probably should change them out, and make it a part of the purchase considerations.

### 4. All brands are not created equal

This won't surprise experienced riders, but you know a \$160 tire, won't usually offer the same performance or longevity as a \$300 tire.

That being said, a discount motorcycle tires aren't inherently bad; some tires, you do get a great bang-for-buck, especially on bikes where high-speed performance is less of an issue. Even if you want a Michelin, a Kenda (*manufacturer in Taiwan*) if that's all available locally.

The best tires are often more expensive, they'll usually last longer, the sticker price might be higher, but you'll get more mileage and save money on tire changes. The high-priced tires usually offer better grip, at least. Generally, you get what you pay for.

## 5. Experiences may differ.

Although one can make some broad recommendations about tires (using manufacturer specified, etc.), everyone has a different riding style.

One person, may find a particular set of tires doesn't suit them, but at least they get a lot of miles out of them. While another, might find those tires work very, very nicely for them, but they get a low number of miles from a set.

The deal is that the people and the expertise at your local dealership, probably have a good idea of what works for you and for the type your bike you ride. Also, the number of years and experience you get, you can figure out what tires suit your needs and fit within your budget.

It's all about safety and experience - keep the Rubber Side *Down* and have a safe adventure in your travels.

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It pays to listen to what other riders have learned or next time during the Monthly CHS HOG meeting, during the discussion time with the group, you can bring subjects like: Tires, Safety, Coming rides, Events, Etc.. (See you there)

Nom.  de plume

