



The Touring B News

The "N" Crowd

May 2006

"Friends for Fun, Safety, and Knowledge"

Volume XVII, No. 5



**GWRRRA, Region H
Texas, Chapter B/N
"The Brand-New Chapter"**

- Chapter B/N meets the First Tuesday of every month at Raymond's Barbecue, 10920 Garland Road, Dallas. Eat at 6:30 PM, meet at 7:30 PM.
- All Chapter B/N Scheduled Rides depart from Renegade Cycles, 4633 Gus Thomasson (1 block north of Oates) in Mesquite, unless announced otherwise. CB Communications are on Channel 1.

Inside this issue:

Chapter B News	1
Hot Weather Riding	2
Modulating Headlights	3
Emergency Tire Repair	3
April Gathering Highlights	4
Area Chapter Meetings	4
Events Calendar	5, 6
Coming Events	7
Denim and Diamonds	8
A Bomb Waiting to Happen	9
Chapter B/N Staff	BC

Chapter B News George Augustas, CD



BITS AND PIECES

I had a pleasant time going down to Granbury for the Chapter P Kick-off Rally. I only wish that more B's would have gone. The weather was nice, and I had a good ride. On the way, I met another biker who was going there, and we rode together the rest of the way.

They put on a pretty nice rally. They had very good attendance. They had blocked off the entire town square of Granbury for the rally. The townsfolk went about admiring all the motorcycles.

I went on the fun run, which was a bit more fun than I expected. There were to be four stops along the route. At each stop, you were to get a ribbon. The first stop was at a store; that was easy enough. The next stop was at a post office. The ribbons were outside. I could not find them. As the post office was still open, I asked the postman where the ribbons were. He said to look under the air conditioner. I found them finally and took one.

At that point, the directions began to go astray. The directions said to go left when they should have said right. As I was

pondering which way to go, I saw a group coming toward me and they said to go the other way. We rode together for a while. When we got to the next place to get a ribbon, we were well out in the country and there was nobody in sight. We were certain we were at the right place, so I said I would stay behind and look for them whilst the rest of the group rode on. I looked all about for thirty minutes and never found them. I finally decided that they had not been left or somebody had taken them. When I went on, the directions got really screwy. There were no ribbons at the next stop, either. The last leg of the directions were the same as the second leg, causing one to go in circles. I found the main road but was not sure which direction to go. I went on for a while until I saw a car. I asked the driver which direction was Granbury, and it turned out that I was going the right way after all. I still had a good time and enjoyed the ride in spite of the difficulty.

The next Saturday, the Polhemuses and I went to the Chapter Z2 rally. They had rented a party barn just south of Sherman. I met

Phil at Plano, and we rode there together. Scott and Suzanne and her mother arrived later. They had a pretty good rally, too. I won several small prizes in the drawing. The Polhemuses won a leather jacket in the grand prize drawing. They had to leave before the drawing, so I collected their prize for them.

The other day, I saw a gas station where the price had actually dropped 4¢! I can only hope that is indicative of a trend.

We want everyone to attend the Texas District Rally May 11-13. The more, the merrier. If you need room information, please see me.

May Birthdays:

Happy Birthday to Scott Polhemus and Esther Lutzweiler, and Happy Anniversary to Mike and Pam Thompson.

If I forgot anyone or anything, please bring it to my attention, and please accept my apologies.

Read the safety article on tyres on page 9. It may save a life.

That is about all I have for now. So, ride safely, and keep the shiny side up and the rubber side down. ☺

George

The “N” Crowd

Phil and Suzanne Polhemus, Assistant CD's

HOT WEATHER RIDING PROTECTION

Gosh, it's HOT!! I'm down to a tank top and shorts and I'm still roasting. Hey Bill, did you see that guy ride by a minute ago? It looked like he was wearing a snowmobile suit or something. He had a big jacket on with long pants and gloves. And with that full face helmet, how's he get any air? He's got to be dying in that stuff ... Man, I can't believe I drank that whole Super Big Gulp and I'm still thirsty. I'm gonna get another soda, want one Bill?"

"Yeah Jim, sounds like a good idea. I'm still thirsty too. And I saw that guy too. He must be nuts to wear all that stuff in this heat. It's gotta be 99 in the shade. Why would anyone want to wear all that stuff on a day like this? Come on, let's go get another Coke."

Even though Jim and Bill are fictitious riders, they represent several riders that I've observed throughout my travels. Their situation is not unusual; in fact it is all too common. How can they improve their situation? Let's see.

First of all, will shorts and a tank top keep you cool on a 99 degree day? Absolutely, if you are sitting on the beach with a nice cool sea breeze wafting over the white sand, and an ice cold (insert favorite beverage) in your hand. But will they keep you cool on a motorcycle? Absolutely NOT! Let's see, normal body temperature is 98.6 degrees, and the air that is flying past the skin is 99 degrees. I don't see much cooling happening here. Add to that the fact that the sun will be heating up your skin, and the 70 MPH wind is taking away any perspiration before it has any chance to cool you down. You've just become a rolling heat sink, absorbing more and more heat until your body overheats and begins to shut down (Heat Stroke.) Ask any seasoned rider that has spent some time riding here in

the southern climates how to manage the heat and the first thing they will tell you is to cover up. Wear a good ventilated jacket or, at a minimum, a long sleeve shirt and pants. This will keep the sun from baking your skin. It will also slow down the wind so your perspiration can do its job better. Remember, perspiration cools the skin as it evaporates. If you expose your skin to a direct blast of wind, any moisture will be blown away and won't be able to cool you down. Another good idea on a hot day is to soak your shirt in water. Or you could even wear a bandana, soaked in water, around your neck. This will help cool you down as the water evaporates. The bandana idea will help considerably, especially if your neck is exposed to the air stream. Remember those big arteries and veins in you neck? They will absorb a great deal of heat if hot air is blowing across your neck. Talk about hot-blooded! But if you can cool them down, you can cool the entire body. Now, do I need to explain how the helmet and gloves will aid in this process? You get the picture. If it was cold out, you would wear the appropriate clothing to protect yourself from the cold, right? So why not get the proper clothing to protect yourself from the heat?

OK, what else are Jim and Bill doing wrong? It sounds like they are getting dehydrated, and drinking soft drinks isn't going to help their situation. Thirst is one of the first signals that your body gives you to tell you that you are becoming dehydrated. If you ignore it, and your dehydration worsens, you will begin to experience muscle cramps, nausea, or even dizziness. The best way to combat dehydration is to drink plenty of water, and not just when you get thirsty. It is often said that you should drink at least eight 8-ounce glasses of water per day. Of course the bigger you are, the more water you should drink. Another way to

figure your water requirements is to calculate 1/2 ounce to 2/3 of an ounce of water per pound of body weight, depending on your activity level. For example, for my 250(ish) pounds I should drink between 125 and 167 ounces of water per day, or approximately 8 to 10 ounces per hour for a 16-hour day. You may want to increase that when out riding on an exceptionally hot day.

Keep water handy. There are plenty of different drink holders available for motorcycles. They are great for being able to drink water while you ride. If you have to stop too often to pee, then you are getting enough water. If you never have to stop unless you're really thirsty, or you need gas, you aren't getting enough water and you risk serious dehydration. Try to stay away from drinks with sugar, caffeine, and of course alcohol; they won't help. Even though they may contain some water, they will actually cause further dehydration. Sports drinks are OK, as long as they are fairly low in carbohydrates. They can help replace lost electrolytes, but they're not really necessary unless you are running along beside your bike. Bill and Jim were wise to take a break and get something cold to drink when they were hot and thirsty. But they weren't helping themselves much by drinking soda pop and riding unprotected.

"Hey Bill, did you read this stuff? It kind of makes sense, aay? Maybe I'll get a big ol' bottle of water instead."

"Yeah Jim, that's a good idea. And maybe on our way home we should stop in at the dealer and check out some new riding gear. I've heard people say that those new mesh jackets are pretty cool, literally."

Until next time, ride safe, keep cool and we'll see ya in Kerrville! ☺

Phil & Suzanne

Modulating Headlights... Words to Live By

By Scott Polhemus

Modulating headlights seem to be a controversial subject. In my conversations with other Gold Wing riders, it seems folks either love them or hate them with little middle ground. Personally, I'm in the group in favor of modulating headlights. I don't have them, but I think they offer some advantages when used prudently.

Modulating headlights are designed to modulate in the high beam mode. When you signal a turn with your high beams on, modulated, or not, and aimed in any position but the lowest on your adjustment, the people seeing your bike can not see your signal blinking. They are blinded!

Prudence dictates that you experiment in a one-up and a two-up mode to determine your actions when

trying to communicate a turn. It may be best to switch off the modulation when turning, or you may find that the lowest adjustment will work for you. Modulating headlights can alter the depth perception of people trying to figure out how far away you are. The bright lights can obscure the other lights or width of your vehicle that aids the judging of distance and movement. Hopefully they will err in your favor and wait to determine more visual information. Modern headlights are the best they have ever been, so use them to your advantage. When following any vehicle for a block or more, be it bike or four-wheeler, consider the person in front of you and put yourself in his shoes. Modulating headlamps can get on your nerves in a hurry. Sitting behind someone at a stoplight and

hammering them with modulations could cause some tempers and temperatures to rise. When in a group riding situation, only the lead bike should use his modulating headlight. I would think that if one were going to pass a vehicle, one bike at a time, it would be okay to use your modulators when it becomes your turn to get out of harm's way. Think about it and consider your fellow travelers to make things better for all."

Have a great month; come out and play! ☺

Scott

Emergency Tire Repair

Is it ever safe to repair a motorcycle tyre? Most people will say "no." But what would you do in an emergency if you were stranded miles from anywhere?

Whether it is safe depends upon a number of factors... the nature of the injury to the tyre as well as the type of repair. It is always best to replace a damaged motorcycle tyre, and many dealers will not repair a tyre for liability reasons. Dunlop does not recommend doing any sort of temporary repair, and this is the best advice. However, I believe it is still *possible*, albeit not advisable, to repair a tyre safely in some situations, and a tyre plug kit and air compressor is the safest way. If you have a compressor in your Gold Wing, just get a plug kit and air hose, and you are all set. If you don't have a compressor, buy a small battery-powered one or carry some CO₂ cartridges to inflate the tyre.

The best type of emergency plug kit is one that uses a plug with an internal

head. I carry a Dyna Plug. It is very compact. The plugs fit inside the handle. Just insert a plug, inflate the tyre, check for leaks (use soapy water), and you are on the road. I have had to use mine once in fifteen years, and it worked well. Of course, it goes without saying that you should ride *slowly*, check the tyre often, and ride only as far as the nearest shop and have the tyre professionally repaired or replaced as soon as possible. But in my opinion, that is still better than being stranded. Emergency repairs should only be attempted if the puncture is in the tread area and is less than 1/4 inch.

The following advice comes from Dunlop's web site:

Some punctures in [tubeless] motorcycle tires may be repaired.

Dunlop recommends only permanent plug-patch repairs of small (maximum 1/4-inch diameter) tread area punctures from within the

dismounted tire by a qualified tire repair shop or motorcycle dealer. Never perform an exterior repair and never use an inner tube as a substitute for a proper repair. Speed should not exceed 50 mph for the first 24 hours after repair and the repaired tire should never be used over 75 mph. Check inflation pressure after tire cools for at least three (3) hours following run-in, or sooner if air loss is suspected.

No form of temporary repair should be attempted because secondary damage caused by a penetrating object may not be detected and tire or tube deflation may occur at a later date.

Dunlop does not recommend the use of liquid sealants. These are a form of temporary repair, and they may adversely affect ply material and mask secondary damage caused by a penetrating object. Reliance upon sealants can result in sudden tire failure and accident. ☺

George

April Gathering

By George Augustas

Eleven B's met at Raymond's Barbecue on April 4 for the Monthly Gathering of Chapter B/N. Attending were Keith Issitt, Leslie Pettibone, Paul and Clara Mehne, Phil, Suzanne, and Scott Polhemus, Ray Shields, Pam Thompson, and David and Annette Weiland.

The meeting began with the Pledge of Allegiance.

We presented a certificate to Ron and Fay Tolson for their contributions to the chapter and GWRRA. The Tolsons sold our

cookbooks, raising \$205 for the treasury. As they were not on hand to receive the certificate, I said I would mail it to them.

I continued the practice begun in February for door prize drawings: each person attending receives one door prize ticket. Everyone won a prize except for yours truly.

The cake auction has proven to be a hit, so I continued it in April. Each bid is \$1, and anyone can bid or rebid. The last bidder when time is called wins the item, and all

the bids are donated to the chapter treasury. The Weilands took home a homemade cheese cake. The auction won \$23. I will have another one next time. I plan to have a cake each time. It may not be the same kind each time, but if you would like to be in on it, you have to be here.

Thanks to everyone who attended. Please come again. If you missed it, please try to attend the next one. We want to see you there. ☺

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Area Chapter Meetings

Chapter	Location	Meeting Time	Meeting Location	Meeting Day
Chapter B/N	Garland/ Richardson	6:30/7:30 PM	Raymond's Barbecue 10920 Garland Rd., Dallas	1st Tuesday
Chapter F2	Fort Worth	6:30/7:30 PM	Luby's Cafeteria 251 University Dr., Fort Worth	1st Tuesday
Chapter G2	Greenville	6:00/7:00 PM	Ryan's Steak House IH-30 & Hwy 34, Greenville	3rd Tuesday
Chapter M	Arlington	6:00/7:00 PM	Spring Creek Barbecue 1724 Hwy 287 at Debbie Lane, Mansfield	1st Thursday
Chapter P	Granbury	6:00/7:00 PM	Golden Corral 1300 S Morgan (Hwy 144) Granbury	2nd Thursday
Chapter R	D-FW	6:00/7:00 PM	Fuddruckers 2001 SR-121, Grapevine, Texas	4th Tuesday
Chapter U2	Keller	8:30/9:00 AM	Charlie's Restaurant Grapevine, Texas	3rd Saturday
Chapter W2	Waxahachie	6:30/7:30 PM	Fire Mountain Restaurant 1400 Hwy 77 N, Waxahachie	3rd Thursday
Chapter Y2	Tyler	6:00/7:00 PM	Sweet Sue's, Kermit Hwy. 3350 S. S.W. Loop 323, Tyler	1st Tuesday
Chapter Z2	McKinney	6:30/7:00 PM	Steak Kountry, 153 Westgate Shopping Center, McKinney	4th Thursday

May 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 Chapter B Monthly Gathering at <i>Raymond's Barbecue</i> Eat 6:30 pm Meet 7:30 pm	3	4 ☽ First Quarter	5 Cinco de mayo	6 Ride to Dublin Visit Dr. Pepper Bottling Plant Leave 9:AM Renegade Cycles (George)
7	8	9	10	11	12	13 ☼ Full Moon
				Texas District Rally "Denim and Diamonds" Inn Of The Hills Kerrville, Texas		
14 Mother's Day 	15	16 "Visit A Chapter" Chapter G2 Greenville Leave 5:30 PM Renegade Cycles (George)	17	18	19	20 ☾ Last Quarter Armed Forces Day
				Arkansas District Rally "Animal House" Velda Rose Resort Hotel Hot Springs, Arkansas		
21 Lunch Ride to Paris (Texas) Leave 9:AM Renegade Cycles (Keith)	22	23	24	25	26 ● New Moon	27
28	29 Memorial Day	30	31	📅 <i>Happy Birthday</i> Scott Polhemus..... 11 Esther Lutzweiler 20 <i>Happy Anniversary</i> Mike and Pam Thompson 3		

June 2006

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<p>Happy Birthday</p> <p>Ron Tolson..... 10 Rod Ashmore 13 Chris Coffey..... 17 Lynda Brandon..... 25 Barbara Pierson 28</p>		<p>Happy Anniversary</p> <p>David and Jana Smith 22</p>		1	2	3 ☽ First Quarter
4	5	6 Chapter B Monthly Gathering at Raymond's Barbecue Eat 6:30 pm Meet 7:30 pm	7	8	9	10 Chapter L2 Annual Blueberry Festival Fun Run Nacogdoches Wayne Heflin 936-564-2971
☾ Full Moon 11	12	13	14 Flag Day 	15 "Visit A Chapter" Chapter W2 Waxahachie Leave 5:30 PM Renegade Cycles (George)	16	17 Chapter N2 20th Birthday Bash American Legion Humble, Texas Carolyn Thomsen 281-540-2454
☾ Last Quarter 18 Father's Day 	19 Emancipation Day (Texas)	20	21 Summer Begins 	22	23 Newsletter Articles Due!	24
● New Moon 25	26	27	28	29	30	

Coming Events

Date	Chapter	Event	Location	Contact/E-Mail	Phone
May 11—13	★	Texas District Rally “Denim and Diamonds”	Inn Of The Hills Kerrville, Texas	Breeze and Carolyn Hoadley breezech@gte.net	940-243-5237
May 18—20	★	Arkansas District “Animal House” Rally	Velda Rose Resort Hotel/Spa Hot Springs, Arkansas	Dale and Susan Wingrove d_swinrow@yahoo.com	870-845-0025
June 10	L2	Annual Blueberry Fun Run	Nacogdoches, Texas	Wayne Heflin heflinw@nibco.com	936-564-2971
June 17	N2	20th Birthday Bash	American Legion Hall Humble, Texas	Carolyn Thomsen wngldr98@aol.com	281-540-2454
July 3—6	★	Wing Ding XXVIII	Gaylord Opryland Resort Nashville, Tennessee	GWRRA http://www.gwrro.org	800-843-9460
August 12	M	Moonlight Fun Run	Mansfield, Texas	Gary and Beverly Lewis garydlew@aol.com	817-279-9804
August 18, 19	I	3rd Annual Spirit Fest	Marshall Civic Centre Marshall, Texas	Ruby Seale rubyseale@cox-internet.com	903-856-5153
September 9	R	Chapter R Rally	TBD	Gary & Alice Meyer thebikersmeyer@charter.net	940-497-4818
September 16	X	Mardi Gras Rally	Guth Park Corpus Christi, Texas	Ron and Magaly Griffis rgriffis@charter.net	361-777-3670
October 14	H	Wings In The Park Annual Rally	San Antonio, Texas	Charles Fleming cfleming1@satx.rr.com	210-682-1446
November 11	M2	Chapter M2 Rally	Montgomery Community Ctr Montgomery, Texas	Dennis and Nancy Kwiecien dkwiecien@houston.rr.com	936-273-4182
November 11	Z	17th Annual Birthday	Pasadena, Texas	Kadie Shipley shipley633@aol.com	281-479-1018
2007 March 3	S	4th Annual Armadillo Roundup	Montgomery Community Ctr Montgomery, Texas	Eric & Toppo Swaim ejswaim@yahoo.com	979-826-9463
March 17	V2	Rally By The Lake	Brackenridge Plantation Lake Texoma	Alyce Hartman dearwing@cox-internet.com	361-573-6529
March 24	X2	8th Annual Birthday Party	Bear Creek Park Houston, Texas	Jim & Fran Rigell jrigell@sbcglobal.net	713-983-0696
March 31	J	21st Annual Fools Run	Winnie Community Center Winnie, Texas	Gary & Glenda Wagner gwagner@gt.rr.com	409-769-4328
April 13, 14	O	Bluebonnet Campout & Rally	Lady Bird Johnson Park Fredericksburg, Texas	Richard Seay bseay@austin.rr.com	512-894-3139

This information is provided for the convenience of Chapter B members. Information is obtained from the Texas District web page and various other sources. No guarantee is made with respect to the accuracy of any information on this page, the calendar pages, or any other page in this newsletter, and the staff of Chapter B shall not be liable if any information is incorrect. You are advised to verify the accuracy of this information prior to attending any listed event. This information subject to change without notice. Rev. 17 APR 2006.

For Sale....2002 GL1800 w/ Lehman conversion.
Color: Black. 62,000 miles. Lots of extras to include trailer hitch, wind wings, chrome frame covers, trunk rack, two covers, drink holders for rider and co-rider, driving lights, hook ups for GPS and cell phone, highway pegs, factory CB and radio. Asking \$23,000. Contact Ron Tolson at rontolson@aol.com or call 972-298-7423. E-mail me for pictures.

Ron & Fay Tolson
Former Safety Officers, CAIV
Former COY's, Chapter CAIV

Former Chapter Directors, CAIV
Former Member Enhancement Directors, Region G
Former Senior District Directors, California
Former Regional Directors, Region F
Former Trike SIG Reps, California
Former Trike SIG Reps, Region F
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3 Flags Classic (1991) (1995)
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Denim and Diamonds

District Trainers

For our final pre-rally communication, we would like to offer another perspective of rally participation. What reasons would you list for going to a rally? Some possible reasons may be:

- Social – to see friends and acquaintances
- Vendors – to buy safety chrome, get tires replaced, etc.
- Personal Competitions (bike show, best dressed, light show, personal mascot, on/off bike games, Top Gun, personal talent show act, Pine Car races, etc.)
- Team or Chapter Competitions (Newsletter, Banner, Scrapbook, Chapter Shirt, Chapter Mascot, Talent Show act, Web Page, largest chapter pre-registered, etc.)
- Rider Education seminars
- Leadership Training Seminars
- Win a raffle or door prizes
- Specifically visit the city or area of the rally
- An excuse for a mini vacation
- Simply tagging along with someone who is going for one of the above reasons

From the perspective of the rally provider (whether it is a Chapter, District, or Region), we could also discuss what the provider is trying to accomplish. As an aside, having helped with rallies at all levels

mentioned above, unless you are a former staff member, you may not realize how much time and effort these volunteers are putting in for the benefit and enjoyment of the GWRRA members. If nothing else, thank a staff member occasionally for the effort they expend for the benefit of us all.

So what are rally planners trying to accomplish? Without a doubt, in the case of the Chapter, District, and Region, operating funds for the upcoming year is the prime motivator, but not the primary focus. The majority of the effort goes towards making sure we meet the needs of the members. Knowing that one size does not fit all, many different things are offered, so that no matter what one's preferences are, there will be something that they will find of interest or worthy.

Regardless of whether it is a Region, District, or a Chapter Rally, the staff that is putting the rally on wants it to be a success. But what constitutes a success? From our experience, a rally is considered successful if the people *participated* in the seminars, events, games, competitions, etc., and if they had a good time. If people talk favorably about the rally, and tell others (especially the staff putting on the rally) what a good time they had, the staff feels like they were indeed successful.

This leads us to the other perspective about participating in rallies. Consider this as a primary reason for going to a rally: *go to the*

rally simply to support the Chapter, District, or Region that is putting the rally on. Although the registration fee helps with the operating funds for the coming year, consider registering and attending their rally also as a way of saying "Thank You" to them for all they do on the staff.

And by the way, when you are at the rally, get involved! Go to the talent show, or to the Pine Car Derby. Support your Couple in the selection process. Attend a seminar or two (why not learn something, or share what you know with the others that are there to learn). If you're not too introverted or afraid of looking silly, play the games. If you're outgoing, get some of your friends and put together a skit for the talent show. Encourage your chapter to enter competitions – not just to win, but to get involved! Show off that Chapter Shirt that someone worked so hard to design, and then had to find someone to produce it. Your involvement and participation is a very meaningful way to say "Thank You."

Whether or not you have attended a rally before, please join us in Kerrville to support your Texas District and the Texas District Staff.



Sincerely and regards,

John & Bonnie Simonick

Assistant District Directors and District Trainers

Rider Education

Tire Sealants - A Bomb Looking for an Ignition Source

This month's safety article is taken from the Internet. —Editor

Consumers generally do not pay attention to the contents of consumer products; they assume that if an item is sold for a purpose, the item is safe when used for that purpose. Unfortunately, this is not [always] true, and what you don't know can hurt you.

Would you inflate your tires with propane? Although most people would answer, "are you crazy, of course not," these same people are routinely inflating their tires with so-called "tire sealants" that are nothing but propane and perhaps a little isobutane. There are two kinds of tire sealants sold in aerosol cans: those \$5 to \$10 brands that are likely to be non-flammable and contain latex sealant, and those \$1 to \$2 brands that contain propane, are flammable and contain no real sealant.

Injuries have occurred from the use of these inexpensive "sealants." Two injuries we are aware of resulted from tire repairmen attempting on-the-wheel plug repairs. In each case, a reamer was inserted into the tire puncture, and the tire exploded. The tire obviously contained an explosive mixture and only needed an ignition source. It is likely that sparks resulting from the reamer contacting steel belts provided the ignition source.

A scientific look at such a tire explosion provides some interesting and surprising revelations; but first, we need to understand the concept of flammable limits:

Flammability Limits (Explosive Limits) are the minimum and maximum concentrations (in air) of a flammable gas or vapor between which ignition can occur. Concentrations below the lower explosive limit (LEL) are too lean to burn, while concentrations above the upper explosive limit (UEL) are too rich. All concentrations between the LEL and UEL are in the explosive range, and special precautions are required to prevent explosion or ignition. The LEL and

UEL are also known as LFL and UFL (lower and upper flammable limits.) The UEL for both propane and isobutane is 9.5 volume %. The LEL for propane is 2.1% and for isobutane is 1.4%. If we had 100 cubic feet of an air/propane/isobutane mixture, there would be 9.5 cubic feet of propane/isobutane at the UEL.

If your automobile tire was at 15 pounds pressure (psig) and you repressured the tire to 30 psig with propane (the case is identical with isobutane), the mixture in the tire would be about 33% propane. As you can see, this is well above the UEL for propane. This case likely illustrates why there aren't daily incidents and injuries involving propane/isobutane based "tire sealants." In most cases, when the tire is inflated with the sealant, the concentration of flammable gas is significantly above the UEL. If the tire was completely flat and inflated to 30 psig, the propane concentration would be about 66%.

Now let's look at the case where the tire is slightly low and filled to the desired pressure with "tire sealant." Assume the initial tire pressure is 26 psig and the desired 30 psig is attained by adding "sealant." The propane concentration would be 8.8%!!! Oops, we now have a flammable mixture.

So, with the flammable tire sealants, more sealant is better than less sealant. If the mixture in the tire is above the UEL and is vented into the air so that it can mix with more air, it will burn if ignited. But, the mixture in the tire will not explode.

A more likely and quite insidious case is when a tire contains flammable "sealant" above the UEL; the tire continues to leak; and the tire is then reinflated with air. If a tire at 15 psig is inflated to 30 psig with "sealant," the propane concentration would be 33% (this is the first case discussed). Now assume the tire leaks to 15 psig and is reinflated with air. The propane concentration would then be 22%. If

the tire leaks to 15 psig and again is inflated to 30 psig with air, the propane concentration would be 14.8%. A third, similar, repressure with air would result in a propane concentration of 9.8%, essentially the UEL of propane. A fourth, similar, repressure with air would result in a propane concentration of 6.6%, still in the flammable range. A fifth repressure would result in 4.4% propane, still within the flammable range. A sixth repressure would result in 2.9% propane, still in the flammable range. A seventh repressure would finally decrease the propane concentration below the LEL.

Conclusion

1. Flammable tire sealants are dangerous.
2. Never attempt an on-the-wheel tire repair.
3. Never put a small amount of flammable sealant in a tire. More is better than less.
4. Always inform the tire repair technician when a tire contains a "tire sealant."
5. Never use air to reinflate a tire that contains a "tire sealant." It is safer to use more sealant.
6. Have leaking tires repaired immediately.
7. Realize that a flammable gas concentration between the UEL and LEL is a bomb looking for an ignition source.

Contributed By Jerry Bradshaw

Update: 2/19/99

The Houston Chronicle reported that Houston-based Pennzoil-Quaker State Co. issued a voluntary recall of all its Fix-A-Flat tire inflator products, saying unsafe repair practices could cause explosions. According to the article, there have been six explosions involving welding of rims holding tires believed to contain Fix-A-Flat propellant. Some 30 million cans have been sold since 1996 alone. The incidents resulted in five injuries and one death.

POSITION	NAME	PHONE	E-MAIL
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