



The Rooster Tails Fishing Club of Northern California, Inc.

Educate ~ Entertain ~ Enhance

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Learn to Fish for Eagle Lake Trout with Cliff Spediacci

- 28 years of Knowledge and Passion for Eagle Lake
- Tips, Tackle & Techniques Fishing for Eagle Lake Trout—a unique species of trout
- 15% Discount for Firemen, Police Officers & Armed Force Veterans

The Rooster Tails Fishing Club has invited **Pro Fishing Guide, Cliff Spediacci, Hook & Ladder Guide Service**, for a special presentation on **fishing for Eagle Lake Trout** at the September 15th breakfast meeting. Cliff and his wife Shirley are full time residents of Eagle Lake and available for guided fishing trips through November, weather permitting. Having fished California lakes and reservoirs for decades, Cliff & Shirley are eager to share their 28 years of knowledge and passion for Eagle Lake.

The club will be providing accommodations for Cliff and his wife to travel to Auburn to provide our members and guests with a special presentation on fishing for Eagle Lake Trout. Please plan on attending this breakfast meeting in preparation for participating in our **Adventure Travel Trip for Camping and Fishing Eagle Lake on September 18-21**.

Cliff's years of professionally guiding for Eagle Lake Trout has allowed him to master this challenging lake for his clients. Learn at this breakfast meeting the latest tips, tackle, and techniques for catching this unique species of trout. Cliff's clients enjoy the creature comforts of his 23 foot Duckworth Pacific

Navigator guide boat powered by a 225 hp Honda outboard. A Bimini top and heater is used during inclement weather. Eagle Lake is a challenging body of water with depths ranging from 50 feet that can give-way to sudden five-foot shallow areas in seconds. Cliff uses his boats Lowrance Electronics with GPS coordinate-waypoints to put his clients onto fish safely and efficiently. Using four electric Scotty downriggers he fishes a wide selection of Sep's lures and various baits to holding-fish. Clients use quality 7-foot St. Croix Velocity rods, and Abu Garcia reels.

Attending to his client's needs, Cliff manages his boat trolling pattern with a Minnkota trolling motor rigged with I-Pilot. At the end of your fishing day, Cliff also cleans your fish and readies them for you to pack in your cooler.

In their younger days, both Cliff and Shirley were fire department captains before retiring to Eagle Lake. They are patriots and extend
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Calendar of Events

September 15
Rooster Tails Breakfast
Cliff Spediacci, Hook & Ladder
Guide Service

September 18-21
Adventure Travel Trip
Eagle Lake

September 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Trailer Tires Safety and Facts You Should Know

So you're headed out for the Rooster Tails Adventure Travel Camping and Fishing Trip to Eagle Lake and taking your boat. As you plan for this adventure, **don't forget about your trailer tires** and making sure they are ready for the long haul.

It's important to begin any tire conversation with the fact that not all trailer tire problems are immediately visible. Trailer tires, for example may be worn out, even though they still have plenty of tread left. This is because trailer tires carry a lot of weight, even when not in use.

It is actually better for trailer tires to be rolling down the road than sitting still. During actual use, trailer tires release lubricants that are beneficial to a tire's life. Using the trailer tires often also helps prevent flat spots from developing on the tires. Trailer tires sitting on hard surfaces such as concrete or asphalt for extended periods of time can develop flat spots that can lead to tread separation once you put them back into service, no matter the thickness of the tire's tread. Since your entire trailer's performance is based largely on the tires, it's a good idea to keep your trailer tires well maintained. Be sure to periodically inspect your tires, especially before and during long trips. A good time for this inspection is while checking tire inflation pressure.

Trailer Tire Inflation & Temperature

The main cause of trailer tire failure is under-inflation. **Check your trailer tires often**, for proper inflation levels. Most trailer tire manufacturers recommend adjusting the air pressure to the maximum pounds per square inch (PSI) listed on the sidewall of the tire. If you inflate the tires to less than the maximum inflation level, you dramatically reduce the load carrying capacity of the trailer tire. The max load listed on the sidewall is only true when the trailer tire is inflated with the recommended maximum air pressure also listed.

IMPORTANT: Trailer Tires are not impervious to air loss; in fact, the rule of thumb for air loss is that **for every 10° Fahrenheit change in air temperature, your trailer tire's inflation pressure will change approximately 1 PSI (increase with higher temperatures and decrease with lower air temperature)**. This element is especially important with boat trailer tires, because in most parts of North America, the difference between average summer and winter temperatures is about -50° Fahrenheit, which results in a potential "loss" of about 5 psi as winter's temperatures set in. A 5 psi "loss" is enough to sacrifice load capacity, handling, traction, and durability for your trailer tires. Additionally, the difference between cold nighttime temperatures and hot daytime temperatures in most parts of the country is about 20° Fahrenheit. This means that after setting tire pressures



first thing in the morning, the trailer's tire pressure will be almost 2 psi higher when measured in the afternoon. While that is expected, the potential problem occurs when you set the trailer tire pressures in the heat of an afternoon, while the "cold" trailer tire pressure could be 2 psi low the following morning. So again, *check the air pressure in your trailer tires periodically* to assure that the influences of time, changes in ambient temperatures, or small tread punctures have not caused a change in your trailer

tire's air pressure. Remember, a drop in air pressure could cause the tire to become overloaded, leading to excessive heat build-up. Trailer tires that are under-inflated, even for a short period of time, may suffer internal damage. The Rubber Manufacturing Association (RMA) states that a tire used at less than 80% of the maximum inflation could cause damage to trailer tires. Run a hand across the tread of the tire, to check for excessive feathering. Tire feathering is where each tread block has a distinct raised edge caused by uneven wear. Tire feathering is more typical of trailer tires on a RV tow vehicle, and is an early sign of an axle alignment problem, bad bearings, or possibly loose spindle nuts and may require more attention.

Trailer Tire Cracks & Bulging

Along with the air pressure and tread characteristics, it is also very important to check for cracks in your trailer tires. If the cracks are more than 2/32 inch deep, the trailer tire should be replaced immediately. Check the sidewall for bulges that are indicative of carcass (cord) failure or impact break, while also verifying that the valve stem and cap are in good shape. An old, cracked valve stem can break off, leading to a sudden loss of pressure and a potential hazardous situation for the driver and other traffic.

If one trailer tire fails, the remaining trailer tires will have to suddenly compensate by supporting the increased load the failed tire was carrying. This sudden increase of weight may overload the other trailer tires, causing a chain reaction blowout or other internal damage. If you have experienced a tire blowout, make sure you check the other tires for damage and/or take your trailer tires to a local tire shop for evaluation.

Trailer Tire Life Span & Replacement

High speed towing in hot conditions degrades trailer tires significantly. As heat builds up during driving, the tire's internal structure starts to breakdown, compromising the strength of the tire.

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Determining the Age of a Tire

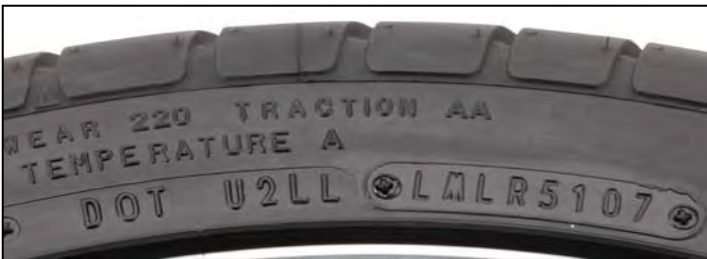
So... How long should trailer tires last? Sitting in the sun, underinflated, overloaded, are all tire issues that affect how long they last. Here's the deal: Before you buy new tires but stop to check them out *before* having them mounted, check the date code. **Insist that they NOT be installed if the date code is not from the current year.** Here's why... from this point on the date code will determine when to replace them since there is a fair chance the tread will still look good when the rubber is cracked, hard as a bullet and therefore dangerous. **Replace tires at 4 - 5 year intervals, or if protected and/or stored indoors, 6 years. Either way, pay attention to the sidewalls as this is a better indicator of condition than the tread.**

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Number (often referred to as the tire's serial number). Unlike vehicle identification numbers (VINs) and the serial numbers used on many other consumer goods (which identify one specific item), **Tire Identification Numbers are really batch codes that identify the week and year the tire was produced.** The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Numbers be a combination of the letters DOT, followed by eight to thirteen letters and/or numbers that identify the manufacturing location, tire size and manufacturer's code, along with the week and year the tire was manufactured.

TIRES MANUFACTURED SINCE 2000

Since 2000, the week and year the tire was produced has been provided by the **last four digits** of the Tire Identification Number with the **2 digits** being used to identify the week immediately preceding the **2 digits** used to identify the year.

Example of a tire manufactured since 2000 with the current Tire Identification Number format:



*The Tire Identification Number is DOTU2LL LMLR 5107
DOT U2LL LMLR **51**07: The '51' means that the tire was manufactured during the 51st week of the year 2007.*

Here is why it is important to **hold on to your sales receipt.** Most tire manufacturer's warranties cover their tires for four years from the date of purchase or **five years from the week the tires were manufactured.** So if you purchase new tires that were manufactured exactly two years ago they will be covered for a total of six years (four years from the date of purchase) as long as you have your receipt. If you lose your receipt, your tires' warranty coverage will end five years from the week the tire was produced (resulting in the tire manufacturer's warranty coverage ending only three years from the date of purchase in this example).

What you should know about how Hot Weather affects Marine Engine Performance

Why does your boat perform differently on a hot day verses a cool evening?

It is a known fact that weather conditions exert a profound effect on power output of internal combustion engines. Therefore, established horsepower ratings refer to the power that the engine will produce at its rated rpm under a specific combination of weather conditions. Corporations internationally have settled on adoption of I.S.O. (International Standards Organization) engine test standards, as set forth in I.S.O. 3046 standardizing the computation of horsepower from data obtained on the dynamometer, correcting all values to the power that the engine will produce at sea level, at 30% relative humidity at 70 degrees temperature and a barometric pressure of 29.61 inches of mercury.

Summer Conditions of high temperature, low barometric pressure and high humidity all combine to reduce the engine power. This, in turn, is reflected in decreased boat speeds—as much as 2 or 3 miles-per-hour in some cases. Nothing will regain this speed for the boater, but the coming of cool, dry weather.

In pointing out the practical consequences of weather effects, an engine—running on a hot, humid summer day—may encounter a loss of as much as 14% of the horsepower it would produce on a dry, brisk spring or fall day. The horsepower, that any internal combustion engine produces, depends upon the density of the air that it consumes and, in turn, this density is dependent upon the temperature of the air, its barometric pressure and water vapor (or humidity) content.

Accompanying this weather-inspired loss of power is a second but more subtle loss. At rigging time in early spring, the engine was equipped with a propeller that allowed the engine to turn within its recommended rpm range at full throttle. With the coming of the summer weather and the consequent drop in available horsepower, this propeller will, in effect, become too large. Consequently, the engine operates at less than its recommended rpm. Due to the horsepower/rpm characteristics of an engine, this will result in further loss of horsepower at the propeller with another decrease in boat speed. This secondary loss, however, can be regained by switching to a smaller pitch propeller that allows the engine to again run at recommended rpm.

For fishing boaters to realize optimum engine performance under changing weather conditions, it is essential that the engine have the proper propeller to allow it to operate at or near the top end of the recommended maximum rpm range at wide-open-throttle with a normal boat load.

Not only does this allow the engine to develop full power, but equally important is the fact that the engine also will be operating in an rpm range that discourages damaging detonation. This, of course, enhances overall reliability and durability of the engine.

Fishing for Eagle Lake Trout—continued

Firemen, Police Officers, and Armed Force Veterans a fifteen percent discount off Hook & Ladder Eagle Lake guided fishing fees. To find out more, log onto their web site at www.hookandladderguideservice.com. He is a California licensed, bonded, and insured, fishing guide. His boat fully equipped has all required safety gear and he is Red Cross CPR Certified. For a great fishing experience, an Eagle Lake fishing trip can be reserved by calling Cliff or Shirley at 530-250-5996 or emailing them at cliff@hookandladderguideservice.com.

Trailer Tire Safety & Facts—continued

It is recommended to not exceed 60 miles per hour (MPH) while towing a trailer. Three to five years of service is the average life expectancy of a Trailer Tire. After three years of use you should consider replacing your trailer tires with new ones, even if the tires have adequate tread depth left. After five years of service, trailer tires are considered worn out and should be replaced. When replacing trailer tires, it's a good idea to replace all of your trailer tires at once to ensure your trailer tows properly, but if you're not buying a complete set, make sure you purchase individual tires that match the others on your trailer. Also make sure your trailer tires are "ST" specially designed for trailers. ST or Special Trailer service tires are stiffer than the radial tires found on most cars and trucks. This stiffness helps to protect against trailer sway.

Cleaning & Storing Trailer Tires

If you are storing your trailer for an extended period, it is always best that you store the tires in a cool dry place with tire covers to protect your trailer tires from the harsh effects of the sun. Lifting and blocking the trailer just enough to get the weight off the tires and reducing air pressure for storage, can also increase the overall life of your trailer tires. Keep your tires clean by washing them with a soft scrub brush, mild soap and water. Use caution when selecting tire care products, and do not use any that contain alcohol or petroleum distillates, which can actually accelerate breakdown of the tire compound.

Measure Remaining Tread



A Lincoln penny is a good measure for tread depth on both car and boat trailer tires. Place the penny upside down on the tread. If you can see the top of the president's head, the tread is worn and it's time to start looking to replace the tires **before** having tire problems.

Jackpot Contest

		2017	2016	LENGTH	WEIGHT	WATER	DATE	ANGLER
	Kokanee	17 1/2"	2lb 7oz			WHISKEY TOWN	8-5	BEV MIERKEY
	Landlocked Salmon	21"	36.4oz			DON PEDRO	4-28	SHAWN CONLAN
	River or Ocean King Salmon	32 1/2"				KLAMATH RIVER	7-30	STEVE LENHEIM
	Striped Bass	34 1/4"				FEATHER RIVER	4-25	TOM HYDE
	Rainbow Trout	25 1/2"	8lb 9oz			BLAIR LAKE	5-14	GARY ROBERTS
	Brown Trout	19"				LAKE SHASTA	9-6	CHUCK MIERKEY
	Steelhead	27 1/2"	9lb 7oz			AMERICAN RIVER	1-17	PETER ZITTERE
	Lake Trout (Mackinaw)	20 1/2"				DONNER LAKE	6-23	SHAWN CONLAN
	Large Mouth Bass	23"	6 lbs			L.O.P.	7-2	RUSS WILLIAMS
	Small Mouth Bass	19"	3lb 8oz			BERRYESSA	5-4	RICHARD COX
	Coffish	31 1/2"				CLEARLAKE	11-30	MEL EWING
	Shad	19 1/4"				AMERICAN RIVER	6-23	GREG HICKS
	Crappie	16 1/4"				CAMANACHE	3-9	JOHN HESS
	Sturgeon							

2017 Entries in Red

- KOKANEE, **Bev Mierkey**, 17 1/2", 2 lbs 7 oz, Whiskeytown Lake, 8/5/17
- LANDLOCKED SALMON, **Shawn Conlon**, 21", 36 lbs. 4 oz, Don Pedro, 4/28/17
- RIVER/OCEAN KING SALMON, **Steve Lenheim**, 32 1/2", Klamath River, 7/30/17
- STRIPED BASS, **Tom Hyde**, 34 1/4", Feather River, 4/25/17
- RAINBOW TROUT, **Gary Roberts**, 25 1/2" Blair Lake, 5/14/17
- LAKE TROUT (Mackinaw), **Shawn Conlan**, 20 1/2", Donner lake, 6/23/17
- LARGE MOUTH BASS, **Russ Williams**, 23", 6 lbs., LOP, 2/14/17
- SMALL MOUTH BASS, **Richard Cox**, 19", 3 lb. 8 oz., Lake Berryessa, 5/4/17
- SHAD, **Greg Hicks**, 19 1/4", American River, 6/23/17
- CRAPPIE, **John Hess**, 16 1/4", Camanche Lake, 3/9/17

Rooster Tail's Annual Adventure Travel Camping & Fishing Trip Eagle Lake September 18-21, 2017

