



OCTOBER
NEWSLETTER
2020



Long Island
ABATE

Happy
Halloween

AMERICAN BIKERS for AWARENESS, TRAINING & EDUCATION

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Long Island ABATE



AMERICAN BIKERS for AWARENESS TRAINING & EDUCATION

The main purpose of the ABATE organization is to work toward continued freedom of the road by insuring that motorcyclist's point of view is presented to our legislators and to promote motorcycle safety, rider education and public awareness. We are trying to alleviate the very real possibility of "Big Brother Government". We encourage all our members to be informed registered voters. We write letters to our elected officials and stay aware of what is going on with motorcycle legislation, and other transportation issues. We welcome interested parties to any of our activities or to join our organization.

NOTICE

All articles and photo's within the contents of this newsletter and our website are the property of **Long Island ABATE**. You may not use them without the express written consent of the newsletter editor, webmaster or the **Long Island ABATE** board.

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ABATE HOTLINE

Call the **ABATE HOTLINE** anytime for any info or to contact any officer

1-888-LIABATE

Long Island ABATE encourages all members to submit letters, articles or cartoons they feel may be of interest to fellow ABATE members. Long island ABATE supports the rights of ALL motorcyclists, Long Island ABATE does not endorse any products or services other than its own.

DISCLAIMER

The thoughts and opinions expressed in this newsletter are those of the individual contributors alone and do not necessarily reflect the views of the Long island ABATE board and it's members.

President's Message

Hello Long Island ABATE Members,

I would like to reach out to all with well wishes. Although we have been unable to have regular membership meetings we are still working behind the scenes to get things done. We are currently following a few bills that will affect us all, ranging from anti-profiling, loud or modified exhausts to distracted driving. By the time you read this some of us will have gone to The Meeting of The Minds, which is a meeting of many motorcycle rights organizations from across the country that belong to the MRF "Motorcycle Riders Foundation". We meet to discuss the current agenda which will affect us at a national level as motorcyclists as well as networking with other MROs to discuss what is being done at the local level for rights, safety and awareness. Next month's newsletter will recap what went on there.

We are currently looking for volunteers to help in the organization, if anyone is interested please contact a board member or email us with your info and what you can do along with your availability. We are always looking for ideas and member input as well as involvement to better serve the community.

Ride Safe, Be Careful and Have Fun

Thank You,

Chris Beckhans, President Long Island ABATE



Public Relations Message

Hi everyone,

I hope you all have had a good summer or as good as it can be in this “crazy world,” (pandemic) we live in now. I’ve seen some of your posts on social media of places you have taken trips to, whether it’s been a day outing or a mini vacation. I’m very happy to see that people are starting to be out again. I know it’s been very hard for all of us to try and get together to do the runs, membership meetings and fundraisers. We haven’t even done any booths this summer that we would normally do.

We have though been asked to do a bike night at two different bars in the beginning of August. One is on every other Wednesday night in Ronkonkoma at Frogzz Saloon at 419 Hawkins Ave. The other is every other Thursday night at JD’s Tailgaters Sports Bar at 1083 main street in Holbrook, and we just did one at The Red River In at 450 Main Street Yaphank on a Thursday night.

It felt really good to be out and about again. From those few bike nights we got a few new members, some renewals and had out the Vets jug for donations. We hope to be doing these few bike nights for a bit longer weather permitting so if your ever out and about do a fly by and stop in! You’ll know we’re there if you see the Big Yellow Tent. Have a great rest of the riding season and be safe out there!!

I’m really hoping next year will be a better year for all of us!!

Until next time

Josephine Leonardi

Josephine Leonardi
Public Relations.



HAPPY HALLOWEEN



MEMBER NEWS

MEMBERS PLEASE SUBMIT

Articles..Pictures..Run Experiences
Bike Pictures..Children & Grandchildren
Pictures.. Milestone Event Articles
ANYTHING YOU LIKE

This publication is all about the members and the **ABATE** association news. A list of ideas that you may want to submit for **YOUR** publication.

CLUB NEWS

New Legislation, State Rulings

BIKE RUN & TRAVEL EXPERIENCES

Photos and Written Articles

MEMBER FAMILIES

Photos /Memories / Stories

FEATURED BIKES

Photos and Written Stories

CHARITY RUNS

Photos /Memories / Stories

COMEDY & HUMOR

Share Something Funny

LOCAL BIKE RETAILERS

Parts, Repairs, Painting, Transportation

FAVORITE LOCAL HANG OUTS

Food, Drink, Gatherings

PLEASE SEND ALL INFORMATION TO

nancylibate@gmail.com

VINTAGE MOTORCYCLES

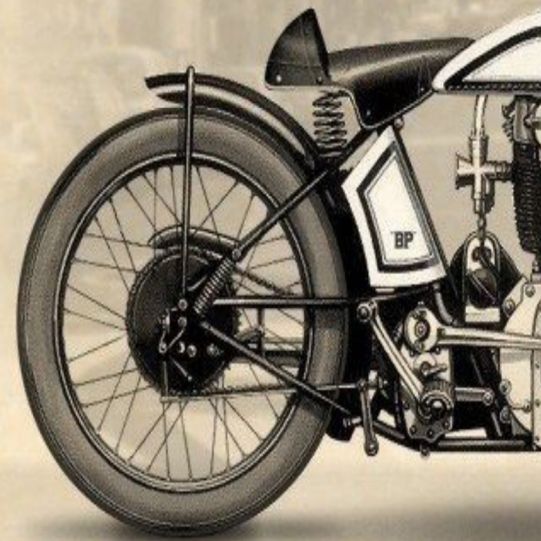
Brough Superior

The first company that advertised a motorcycle's top speed of over 100mph was Brough Superior. That claim was made for its SS100 in 1924. Considered even today to be innovative and beautifully designed machines, Brough motorcycles were the first to have prop stands, twin headlights, crash bars, interconnected silencers and 1000cc v-twin engines. Every SS100 was road tested on public roads to check that it could reach 100mph. If it didn't, it was returned to the factory for further work until it could reach that feat.



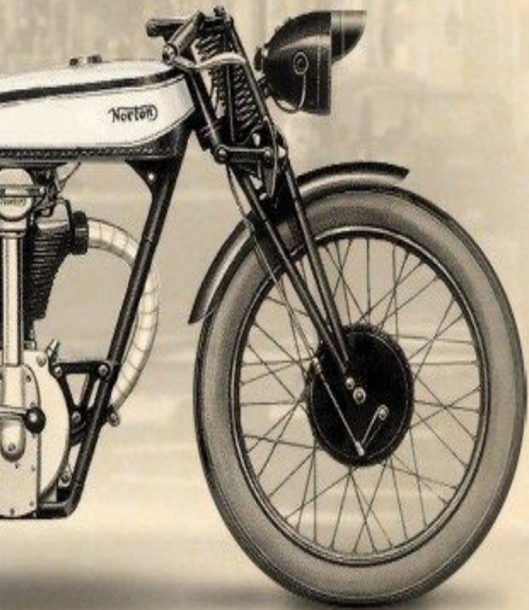
1936 Harley Davidson EL V-twin

Regarded by company historians as the first truly modern Harley-Davidson motorcycle, the 1936 EL V-twin had front and rear brakes, foot clutch, tank shift and suspension built into the seat.



BUCHET

This is a 1903 twin-cylinder Buchet, from the Age of Monsters...built for track racing in those early days when there was 'no replacement for displacement'...this engine was probably **2976cc**, and Maurice Fournier rode it to 75mph over the flying kilo that year. Buchet invented the vertical twin! Imagine riding this beast, stretched out directly over a hot engine; my guess is he didn't ride it long!



1929 NORTON



Royal Enfield

1937 The sales catalogue lists the Model J two-valve single port, the Model J2 (Deluxe version of Model J, with chrome tank and tubular forks) and 500 "Bullet" Super Sport with four valves and dual exhaust ports.



RIDING FREE FROM DC

Your Weekly Biker Bulletin from Inside the Beltway

A number of pieces of legislation still must be passed by Congress before the legislation expires on September 30th. Most important to motorcyclists is the Highway Reauthorization Bill. While the House of Representatives passed their version of the Highway Bill, the Senate has yet to release their draft. With time running out, it is becoming more and more likely that a temporary extension will be passed by Congress. The extension would likely last a year and would mean Congress would start again in 2021 on a new Highway Bill.

Fortunately, if this does happen, Congress will not start from square one. Congressional committees and staff will build off of work they have already done, including taking provisions that were included in bills that passed one chamber and inserting them in any new bills going forward.

The Highway Bill isn't the only piece of legislation that faces upcoming deadlines. Congress must also pass 12 spending bills to avoid a government shutdown before the start of the government's fiscal year on October 1st. The National Flood Insurance Program also expires on September 30th. While the Temporary Assistance for Needy Families Program and some Medicare and Medicaid programs will expire at the end of November without congressional action.

What's worse, between Labor Day and Election Day, Congress is only scheduled to be in Washington, D.C. for 15 days! This leaves little time to address pressing deadlines. Kicking the can down the road has become an artform in Washington, D.C. and it appears Congress will buy itself more time, while failing to meet its self-imposed deadlines. We will know more by the end of the month.

Trump on Ethanol

Over the weekend, after a conversation with Iowa Senator Joni Ernst, President Trump tweeted: "Subject only to State approval, our important Ethanol Industry will be allowed to use the 10% Pumps for the 15% BLEND."

The move builds on earlier Trump administration changes designed to boost U.S. sales of corn-based ethanol and expand the market for a 15% ethanol-gasoline blend known as E15. In 2019, the Environmental Protection Agency (EPA) lifted restrictions that blocked the sale of E15 in the summer in many areas of the U.S. A lawsuit filed by the oil industry to block the year-round use of E15 is still pending.

Although President Trump said the newest shift would only need state approval, it is unclear if some additional EPA rulemaking would be required. As more information on the topic becomes available, we will keep you posted.

Here in D.C. the MRF actively supports H.R. 1024, the Consumer Protection and Fuel Transparency Act of 2019. This bill requires information be provided to the public about the risks associated with the improper use of E15 fuel in certain vehicles, engines, and equipment.

Specifically, the bill directs the EPA to revise labeling requirements for fuel pumps that dispense E15 fuel. The labels must include warning information about vehicles, engines, and equipment (e.g., boats, lawn mowers, chain saws, motorcycles, snowmobiles, and pre-2001 model year vehicles) that are prohibited from using E15.

In addition, the EPA must implement a public education campaign concerning the risks associated with the improper use of E15 fuel in certain vehicles, engines, and equipment.

As always, be mindful of what you are putting in your bike and be aware that warranties may be voided if you use incorrect fuel.

Meeting of the Minds

Next week we will not have a weekly update, as we will be in Indianapolis for the 36th Annual Meeting of the Minds. Fred Harrell, Director of Conferences and Events has put together a jam-packed program with workshops, speakers, auctions and even catered meals!

If you will be in Indy next week make sure to come up and say 'hi'. If you can't make it, don't worry, the next weekly update will include lots of pictures of the event. And who knows, maybe we will include some juicy gossip, about who went a little crazy at the auction and decided they needed to outbid MRF President Kirk "Hardtail" Willard for a must have item!

Ride Free



2006 Honda GL1800 Gold Wing... 28,900 original miles, original owner. Every '06 option except for air bag; CB, 6 CD Changer, GPS, Intercom, AM/FM, Heated Seats and Grips, TPMS, Battery monitor, Battery charger, Rear Spoiler w/flashing brake light and lots of Kuryakin extras, including drivers seat back.

Asking \$10,500

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Everything is done! All you need to do is ride!
This bike is set up with all top end cool shit!

95" Engine kit installed by LI Choppers, Freedom Performance exhaust and true dual headers, 14" black apes and cables, Progressive suspension (front and rear), Brand new tires, New mags, New brakes, Hard bags, Mustang seat and fender bib, Tinted windshield, Black powder coated mirrors, crash bar, pegs, etc....., Sissy bar, Custom intake, Custom Dynamics led lights all around, All fluids and clutch recently maintenance, 28k babied miles, Clean NY title in hand., Paint and chrome are gorgeous! This bike needs absolutely nothing but a new rider! Look cool this season, fast and loud, pick up chicks and ride with style and comfort!

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ADDRESS: _____

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PHONE: _____

YEAR BORN: _____

I agree to comply with L.I. ABATE Inc.'s by-laws and promote motorcycle awareness, & education.

SIGN: _____

CHECK ONE BELOW:

New or Renew Junior FREE _____

1 year \$20.00 _____ 5 year \$80.00 _____

Life Membership (25-years paid) x \$15 = \$ _____

MC/Organization Name _____

SIGN DATE: _____ AMOUNT PAID: _____

CIRCLE ONE: Cash or Check# _____

CC# _____

CVC# _____ EXP: _____ Billing ZIP: _____

ANNUAL MEMBERSHIP DUES

\$20

Q&A ...What are the membership rewards ?

★ **FREE** ★

- ★ Patch & Yearly Anniversary Pins
- ★ Monthly Newsletter & Annual Handbook
- ★ **\$4000 Accidental Death & Dismemberment Insurance**
- ★ Food at all Monthly Meetings
- ★ **Discounts & Rewards at Events & Biker Related Establishments**

A friendly entrance into the biker community

When you join you receive your ABATE patch, window sticker, membership card, welcome letter and insurance.

ENJOY THE BENEFITS OF MEMBERSHIP



Join the cause & become a member today !

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Paul S. Distefano

20 Year Member of the North Sea Fire Department



Saturday, October 10 & Sunday, October 11, 2020

11 AM to sell out ~ first come, first serve

BUILD YOUR TAKE OUT

minimum donation: \$25

CHOOSE ONE:

BBQ Pulled Pork

Beef Brisket

North Sea Farms BBQ Chicken

CHOOSE TWO:

Queenie's Cole Slaw

Big Joe's Smoked Baked Beans

Local Corn on the Cobb



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Southampton, NY 11968



50/50 Raffle

1 ticket - \$10 ~ 3 tickets - \$25

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631-259-3870 or 631-283-3629

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100% of the fundraiser to benefit Paul S. Distefano

UPCOMING

EVENTS



NEWS

NOTE: All dates are subject to be changed/postponed/cancelled. Please reach out to the organization regarding their event.



September 28th-Oct 4th

Myrtle Beach Bike Week. Fall Rally, Sept 28 - Oct 6, 2020. Entertainment, Bike Shows, Poker Runs, Tours, Vendors, Event Merchandise & Much More.

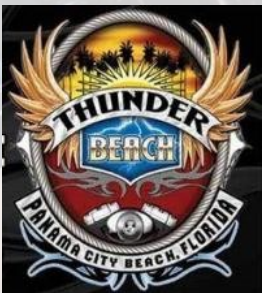
October 15th-18th



Daytona Beach Biketoberfest® celebrates a full-throttle lifestyle born on two wheels. More than 125,000 motorcycle enthusiasts come together each year to enjoy beautiful Florida weather, live music, motorcycle racing at Daytona International Speedway, and miles of scenic rides along famous A1A, historic Main Street or the scenic Loop during this four-day rally.



October 21st-25th



Thunder Beach Autumn Rally.. Save the dates and don't miss the Most Biker-Friendly FREE Rally in the USA as you ride the "World's Most Beautiful Beaches". "Enjoy True Southern Hospitality" at a 5-day motorcycle rally in Panama City Beach, Florida.

December 4th-6th



2020-2021 **Progressive International Motorcycle Show** coming to New York See All The Latest Bikes From All The Major Motorcycle Manufacturers Ultimate Builder Bike Show, Demos, Entertainment, Celebrity Appearances 100s of Vendors And A Whole Lot More!!!



2020

Long Island ABATE Officers and Board Members Sworn in by Suffolk County Executive Steve Bellone.

SUPPORT YOUR MOTORCYCLE RIGHTS ORGANIZATIONS



TRUE FACTS!!!

The Oldest Harley-Davidson Club Was Founded in 1928



Back in 1928, famous Czech racer and Harley-Davidson rider B. Turek decided to get married. About sixty fellow Harley-Davidson riders attended his wedding. It was during the reception that they elected to meet up more often, thus forming the very first Harley-Davidson club. This club, which is based in Prague, will be celebrating their 90th anniversary this year. This is quite an accomplishment – especially considering the fact that they barely survived World War Two. In fact, only about 10% of the members that were in the club before the war remained active afterwards. Despite this, the club remains open to this day and holds the title of the oldest Harley-Davidson organization.



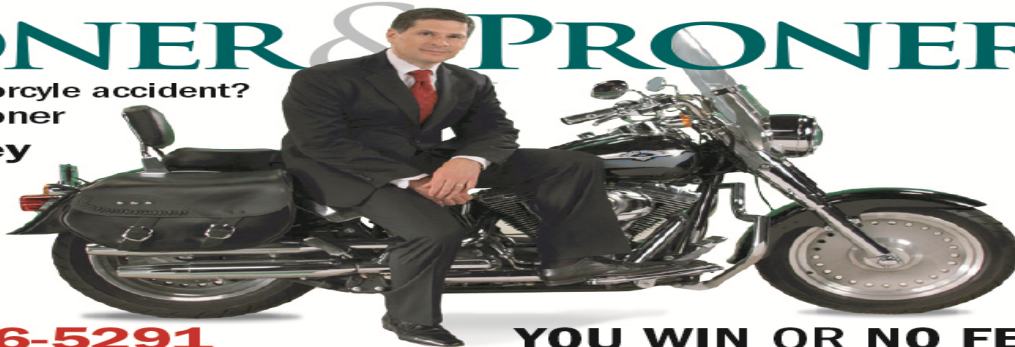
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download our app

The MRF's primary goals include:

- Monitoring and influencing federal legislation for any impact on the motorcycling community at large
- Representing street motorcyclists by participating in federal research and advisory committees
- Protecting street motorcyclists from unfair or burdensome federal agency restrictions and regulations
- Ending discrimination against street motorcyclists
- Providing all street motorcyclists with direction and information to protect their motorcycling rights
- Promoting motorcycling safety, training, education, licensing and public awareness on American roads



WHO WE ARE

The Motorcycle Riders Foundation is the Nation's premiere motorcyclists' rights organization that is chiefly concerned with issues at the national and international levels that impact the freedom and safety of American street motorcyclists. We are also committed to educating rights advocates to improve effectiveness at the state and local levels. The MRF works together with street motorcyclists, State Motorcyclists' Rights Organizations (SMROs), the motorcycle industry, the media and other organizations, assisting them with state and local agendas as well as working with them to influence action and policy in Washington, DC - from the Congress to government departments and agencies to the Office of the President of the United States. We also work with allies in Canada, Europe and Asia to influence talks on vehicle globalization and harmonization that are proceeding under the United Nations and the World Health Organization.

History of the MRF

The first words of the street rider's first voice in Washington were uttered in 1985 in St. Louis, Missouri. There, the very founders of the motorcyclists' rights movement in America gathered for a meeting of the minds. Leaders of State Motorcyclists' Rights Organizations (SMROs), they wanted to catapult to the national scene the clout and effectiveness of SMROs — the strong, effective grassroots of state-based motorcyclists' rights.

They knew it had to be done. Riders' rights had to go national, because the threat was national. Our founders at this meeting of the minds shared a keen sense that danger was not just on the horizon but dead ahead, as freedom's foes had just attacked with a ban on motorcycles in the United States Congress.

They knew it had to be done right. The founders wanted a staff that was all muscle and no fat, supported not by casual members but driven by a team of dedicated volunteers, with each volunteer committed to shouldering his or her share of the demands of liberty. They envisioned a team committed to core values like respect for riders' diverse lifestyles and opinions, integrity in conduct, excellence and boldness in facing challenges head-on and, above all, leadership — leadership in the unrelenting struggle for the safety and freedom of American motorcyclists.

So, at a meeting of the minds of grassroots leaders, a new leader was born: The Motorcycle Riders Foundation. The first motorcyclists' rights advocacy organization with a full-time legislative and political presence in our nation's capital. The only Washington voice devoted exclusively to you, the street rider. And each year, the leaders of the now-worldwide community gather for motorcycling's premier political leadership summit — named to commemorate the gathering at which we were founded: The MRF Meeting of the Minds.

Throughout the USA and across the world, the torch of freedom burns in the hearts of motorcyclists. One by one, they recognize the need to become volunteers as co-partners in an organization committed to integrity, respect, leadership, teamwork and excellence.

One by one, in every continent and culture, motorcyclists are deciding to Ride with the Leaders™.

- Annual Individual Membership \$35
- Annual Joint Membership \$60
- Annual Sustaining Membership \$100
- Annual Industry Council Membership \$100



- 3-Year Individual Membership \$95
- 3-Year Joint Membership \$140
- Sustaining Membership Club \$100
- Freedom Fighter Donation \$10 \$25 \$ _____

Motorcycle Riders Foundation
PO Box 250 Highland, IL 62249

Phone: 202.546.0983
www.mrf.org

mrffice@mrf.org

It's time you did something more to protect your rights!

Join and Support Motorcycle Riders Foundation...

- New
- Renewal
- Referred by _____
- Please Check if you are a US Citizen
- Check here to NOT receive Patches and Pins
- Check here to NOT receive MRF Email Alerts
- Check here to receive MRF Reports electronically (email)

Name _____
Address _____
City, State, Zip _____
Phone _____
Email _____
 Visa MasterCard AmEx
Card Number _____ CVV _____
Expiration Date _____
Signature _____ Date _____

Hidden In Plain Sight — Empire State Motorcycle Safety Education Program

In nature, the chameleon has the ability to camouflage itself with its surroundings. This gives the reptile an edge while attacking its prey but more importantly, it is a key defensive system for survival. While in life, man has worked constantly to replicate and perfect the same aspect of being hidden from others (primarily in the military and hunting fields) for that edge and survival; the art of blending with our surroundings as a motorcyclist can have a devastating effect – one that all of us rather not encounter.

That ever infamous statement of “I didn’t see him/her” should be a driving force for us to approach certain scenarios differently with a possible positive outcome – nothing happening at times can be a great thing! I have heard many riders, instructors, etc. state that we should consider ourselves invisible to the driving world around us. While that may be a good start and something close to the truth, we need to look at points that we can take to protect ourselves whether we are invisible or not.

One point I have mentioned several times when it comes to being conspicuous is the gear we wear while riding. Bright colors and reflective materials work far better than the traditional black that bikers have been traditionally associated with. I recently attended an event where at least 70% of the attendees were wearing Hi Viz gear and clothing, perhaps Hi Viz is slowly becoming the new black? Couldn’t hurt. Another thing we can do when it comes to our machines is install additional lighting. It just makes common sense that the more illumination you have either front, rear, or sides that it should hopefully help present more of an awareness of you to others. Once again – couldn’t hurt, except for your wallet but if it prevents a conflict and/or injury I think it certainly would be worth the cost.

So we covered making ourselves more visible via our gear and bikes, but is there anything we can do while riding? Absolutely. One factor that many within the safety skills industry feels is an important one to consider is lane positioning. Where we place ourselves for a situation or scenario can perhaps make a major difference as to what could or couldn’t happen to us. Lane positioning is a constant adjustment; if we are moving then situations change as quickly as we roll. We want to keep ourselves in the best position of the lane where we have the best visual input for ourselves as well as to be in best visual view for those around us.

The constant adjustments to achieve this require a better sense of awareness for us to take in all the information around us and play the “what if” game. If you are always taking in your surroundings you may recognize things that you can adjust for way before any bad problems have a chance to happen. If you’re in traffic or riding within a town or city you would definitely consider that you just may blend in to the surroundings and not be seen. Though there is no definitive corrective action but it could be as simple as slowing down to adjust for anything or covering your controls for a quick reaction or shifting lane positions prior to intersections, maybe just your movement will help develop awareness to others.

The one thing I am a bit leery about is flashing your headlights; there is a chance that a driver may interpret the information differently and where your intention was to bring awareness, they might consider it as a signal to proceed into your path of travel. The same can be said for oscillating headlights, though I have heard many positive comments from users of these devices; I have also been told of the times that drivers didn’t know what was ongoing and mistook the lights for a signal to proceed. Just another thing to consider.

Even if we wear the brightest of gear, install the brightest illumination available and become vigilant with our awareness of our surroundings and always adjust correctly for the conditions we encounter, can that guarantee the elimination of the risks we deal with other vehicles and drivers? Definitely not; but I believe, as well as many others, that each step we take is one closer to reducing the risks and likelihood of living the world of the chameleon where we are hidden in plain sight.



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Hello Ladies and Gentlemen,

Every month we will be featuring a merchant who provides discounts and special services to LIABATE members and their families. Although we are experiencing a difficult time with many restrictions for businesses and the way they operate the new normal is allowing a more normal way of doing business.

This month's featured merchant is Thunder Bikes LI. Located in Port Jefferson N.Y. Along with celebrating its 9th year in business serving the motorcycle community. Thunder Bikes LI is a NYS licensed full service dealership featuring Used Motorcycle Sales, a Full Service Shop, NYS Motorcycle inspection Station as well as a Parts and Accessories Department for the bike and rider. Thunder Bikes LI has connections with all major suppliers including Drag Specialties, Tucker Powersports, WPS, VTwin MFG, Midwest Motorcycle Supply, Mustang Seats, Kuryakyn, Custom Dynamics just to name a few. If parts are not in stock they are available next day providing they are in the New York or Pennsylvania warehouses. If you can't make it to them just call. With over 50 years of combined experience Thunder Bikes LI has the knowledge that you can be confident with. Thunder Bikes LI would like to thank their loyal customers and is looking forward to making more. Ride Safe That being said **Thunder Bikes LI is willing to provide Long Island ABATE members with a 12% discount for parts and accessories.** Just show your membership card and receive the discount.

Contact Info:

Ron Starke

Thunder Bikes LI Inc.

72 Jayne Blvd. Port Jefferson Station, NY 11776

PHONE: 631 509 6264 **WEBSITE:** www.thunderbikesli.com





BIKE NIGHTS

Saturday October 17th
5:00pm



**BEST IN SHOW TROPHIES, MUSIC,
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**Honda
Eye Candy**



VICTORY BAGGER



PROTECT WHAT MATTERS

The right helmet, from low-profile to full-face styles,
is the most important gear you own

by *George Tranos*

How to choose a motorcycle helmet

By *George Tranos*

Choosing a motorcycle helmet can be a daunting task for the new rider. There is a huge selection of helmets available and they come in many types, shapes and sizes. We get questions all the time from our students asking for their assistance in selecting the right gear for their course and for riding on the street afterwards. We'll try to answer the most frequently asked questions right now.

First, what type of helmet works best? The answer is that it depends. How will you be using the helmet? How much protection do you want? What style do you want? Here is some information to help answer those questions.

A full face helmet offers the most protection. It covers the head and the face and has a face shield to see through. The shield provides eye protection and can keep air, dirt and the proverbial bugs out of your teeth and off your face! Most importantly, the full face helmet will provide face and chin protection if you fall and your helmet contacts the ground or another object. It is also the quietest type of helmet and will better protect your hearing from wind noise and other sound. The full face helmet may be hot if it is not properly ventilated.

A three-quarter helmet has similar head protection but does not have the chinbar to protect your face. It may or may not have a face shield. A half-helmet has even less protection and normally your ears and lower part of your head are not covered. It may or may not have a face shield. Normally, motorcycle goggles or shatter resistant eye wear is used with the half-helmet.

A modular helmet is similar to a full face helmet when closed but may be lifted up to expose the face. This type of helmet has become more popular as it is a compromise between protection and convenience.

An off-road helmet normally is a full face helmet without a face shield but with a sun visor / wind and dirt deflector in the front. Motorcycle goggles are normally used in combination with this helmet.

Shatter-resistant eye protection is required for riding motorcycles. Regular sunglasses are not adequate as proper eye protection! If using glasses, they must be shatter-proof and have foam backs to prevent air and dirt from entering the eyes. A helmet with a face shield is also considered proper eye protection.

Most helmets have a retention system that consists of a strap with D-rings on the end. The helmet is secured when the strap is inserted through the two D-rings and then pulled back and secured by the inner D-ring (similar to strapping a belt). There is sometimes a snap on the end of the strap. This gets secured to a button on the helmet to keep the strap from whipping around in the wind. The snap and button do not secure the helmet – it is the D-rings that do this! Don't make a mistake and use only the button and snap! The only negative to D-rings is that you can't easily secure them if you are wearing gloves.

Other retention systems exist that allow a quick release of the strap to put on and take off the helmet more easily with gloves on. These systems are convenient but don't offer the security and simplicity of the D-ring system.

They may come detached when riding allowing the helmet to come off your head when you need it most!

Any helmet sold in the United States for motorcycle use must be approved by the Department of Transportation (DOT). A DOT sticker must be present and is normally shown on the back of the helmet. This DOT approval means the helmet design has been tested and approved for motorcycle use. Other helmet standards include Snell and ECE (European). Both of these additional standards means the helmet has passed other tests to obtain certification.

What distinguishes a \$100 helmet from a \$1000 helmet? Both helmets must meet DOT standards to be approved for use. The price difference normally is because of a number of factors. The materials used to manufacture the helmet can vary greatly. Some exotic, strong and light weight materials such as carbon fiber or Kevlar cost a great deal more than fiberglass or polycarbonate plastic. The comfort liner of the helmet may be removable making it more easily washable and replaceable. The helmet may also offer movable vents that can be opened and closed to provide airflow. This can keep a helmet more comfortable in hot or cold weather. The helmet might also have a face shield that is fog resistant or can change gradient in sunlight making it appear darker or lighter. It might also have a shield retention and replacement system that allows the ability to quickly swap face shields without tools. All of these features cost money. The protection may be the same between the cheaper and more expensive helmet but the comfort, convenience, design and ventilation may be different.


Helmet fit is also an important consideration. Helmets come in different shapes and sizes. Generally, there are three helmet shapes – round, oval and intermediate oval. Someone with a round head will not fit well into an oval helmet and visa-versa. If your head is more round, look for helmets with a similar shape. There are websites that will help you determine which brand and model of helmet will fit the different head shapes. They will also help you measure your head to choose the proper size helmet. Note that different manufacturers use different sizing so a size large in one brand may not be a large in another. A good reference is <http://www.lidpicker.com/> for help in choosing the proper shape and size. When all else fails, try on as many helmets as possible to see what fits best. Note that helmets should fit snugly without hurting. If it hurts when you put it on, either it is not the right size or shape! The helmet will “break in” a little bit so if it’s a little snug when new, that’s okay as it will be looser after it’s worn a bit.

Another important consideration is that a white or high-visibility (Hi-Viz) color is more readily seen by other motorists. Helmets with these colors were noticeably under-represented in motorcycle crash studies indicating that drivers can see these riders more easily.

In the end, a helmet is like a motorcycle – everyone likes something different – taste and style are a subjective thing. We know you want to look good in your helmet but it should provide protection and comfort first!



OCTOBER 2020

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6 LI ABATE SUFFOLK Monthly Membership Meeting 7:30PM CANCELED Due To COVID-19	7	8	9	10
11	12	13 LI ABATE NASSAU Monthly Meeting recap 7:30PM CANCELED Due To COVID-19	14	15	16	17
18	19	20 LI ABATE Board Meeting 	21	22	23	24
25	26	27	28	29	30	31

ALL DATES TENATIVE
Check Website for Update



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