

LONG ISLAND ABATE

AMERICAN BIKERS for AWARENESS - TRAINING - EDUCATION

APRIL
NEWSLETTER
2022

LONG ISLAND ABATE



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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Long Island ABATE

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ABATE HOTLINE

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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 hope all are well. We held our March membership meeting at the Port Jefferson Elks lodge in Centereach. There Debbie swore in the balance of the Board members. With that I would like to welcome our new sergeant @ arms Joe Schmid. Joe has been an active member for many years in ABATE and the community as well. We are still in search of a Recording Secretary and Donations Coordinator. Our Second VP Mike Lauro has stepped down and we thank him for his many years of service and wish him well in future endeavors. With that being said I would like to welcome Josephine Ladoucer on board as the new 2nd Vice President. Josephine's presence and involvement has been key to growing our organization. She has been on the front line at many events and booths for some time and is always there to represent and help when needed. Josephine is currently the Public Relations officer and will maintain that position as well. You will see her in one of the many booths we are at be it bike nights or street fairs or other events to help spread awareness and help keep motorcyclists safe.

Hand book ads should all be in by now and the books will be printed by our May first Motorcycle Awareness Run where we will distribute them as well as throughout the year. In addition to hand books we will have shirts for the event as well.

We also have a new batch of Lawn Signs, Koozies and Magnets for distribution at events.

Lottery ticket sales have been finalized and are good until June 30th I want to wish all who got involved good luck. We also spoke of other future events, rides, paint nights etc. we will also be working on possible practice locations TBA

At our Last Meeting Michael Levine "Motorcycle Mike" gave a presentation on the importance of proper insurance coverages and is willing to review your policies at no cost to insure proper and adequate coverages in the event of an accident.

We are currently working out the details of the Awareness Run keep an eye out for the details. Also May is Motorcycle Awareness month. We are working on getting the word out via the large highway signs and local Fire departments. After that we have The Bikers in the Beltway, that's where we lobby our politicians with the legislation we support and oppose nationally. There will be motorcyclist from across the country there from various Motorcycle Rights Organizations in an attempt to preserve our rights and safety.

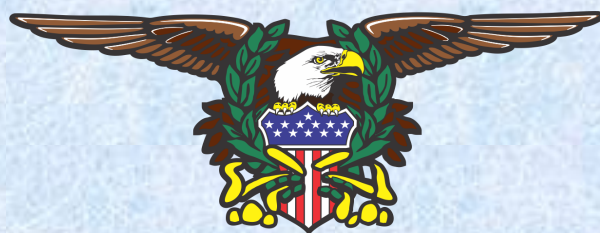
Motorcycle classes begin this month. If you are an ABATE member there are discounts available to you with Big Apple and ONTRA they are both supportive of ABATE and together the work to educate and keep motorcyclists safe. So whether you are Learning or just refreshing your skills or even advancing your skills give them a call and set it up.

As always Long Island ABATE is looking for input from members to better the organization as well as volunteers to help us maintain and grow the organization, while protecting the rights of motorcyclists and keep them safe.

If anyone wants to get more involved or has ideas just reach out to a board member. Looking forward to seeing everyone soon.

Thank you for your continued support. Ride safe and be well

Chris Beckhans, President of Long Island ABATE
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TIER RATS NY TOYS FOR TOTS - NASSAU COUNTY FIRE RIDERS XMAS IN JUNE - LT MICHAEL P. MURPHY
NAVY SEAL MUSEUM - BIKERS FOR CHRIST DOWNED BIKER RUN- SSGT LOUIS BONACASA MEMORIAL FUND
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LONG ISLAND ABATE



2022 EVENTS - SAVE THE DATE!

**SUNDAY MAY 1:
SAFETY AWARENESS RUN**

**SUNDAY JUNE 12:
VETERAN'S RUN**

**SATURDAY AUGUST 27:
CAMPOUT**

**SUNDAY NOVEMBER 6:
ST. MARY'S FUNDRAISER
AND FOOD DRIVE**

**VISIT: LongIslandABATE.org for updates
or follow us on Facebook [@LngIslABATE](https://www.facebook.com/LngIslABATE)**

WIN This 1937 Knucklehead: Wheels Through Time Raffle 2022

This 1937 H-D Knucklehead is the 20th and rarest bike ever raffled by Dale's Wheels Through Time Museum.

Since 2002, Dale's Wheels Through Time Museum (WTT) has given away 20 raffle bikes, including two classic Harleys in 2014, when the prizes were 1935 and 1936 VL Flathead Bobbers.



The iron is always rare for these raffles; last year's prize bike was a restored 1948 Panhead. But the bar has been raised for 2022.

This year's WTT raffle is for a 1937 Harley-Davidson EL Knucklehead finished in the one-year-only color of Delphine Blue. Harley's intent with one-year-only colors was to boost sales, which helped increase the rarity of this model even further.



Hand-painted logos are a must for this vintage Knucklehead. *Wheels Through Time Museum*

The Knucklehead marks one of the most sought-after eras for collectors. The engine series ran from 1937–1947, book-marked by the Flathead and Panhead eras. As for this debut -year 1937 Knucklehead, which features all original OEM parts, WTT says it's "the rarest and most original bike so far."

Notables include:

The tank's Harley logo is hand-lettered gold and silver leaf instead of a traditional decal—WTT's way of "classing it up a bit." There's also Teak Red striping.

Restored 61ci Knucklehead engine mated to a four-speed transmission.

OEM 1937 frame and fork and all-original prewar fenders and gas tank.
OEM 1937 dash panel, featuring a rare 120 mph speedo, NOS amp gauge, and oil pressure switch.



The late Dale Walksler, who founded the museum in 1993, and his son Matt spent 30 years searching for the OEM parts. The restoration by Dale and Matt Walksler took six months.

To boost sales, Harley offered the 1937 Knucklehead in a one-year color, Delphine Blue, which increases the rarity of this steed. *Wheels Through Time Museum*

Dale's Wheels Through Time Museum, based in Maggie Valley, North Carolina, holds an annual raffle to sustain the museum's operating costs and fund new pieces of American motorcycle and automotive machinery. And as per the museum's criteria, every motorcycle and machine on display must run.

Ticket prices run from \$10 for single entry with no swag, to \$250 for 48 tickets, a T-shirt, DVD, sticker, and an entry to Win a trip to opening day. This bonus prize is available to those who spend \$100 or more on tickets. The winner will receive a three-day two-night trip to WTT's 2022 opening day, slated for April 7.



Another highlight of 2022 is a Celebration of Life event at the museum in April for founder Walksler, who passed away February 3, 2021, following a battle with cancer. A celebration of his life will occur from noon to 4 p.m. on April 2. Pastor and museum staff member Kris Estep will speak, followed by comments and stories from some of Dale's closest family and friends.

To enter the raffle, visit... <https://wheelsthroughtime.com/win-this-bike>





The Long Island Chapter of Harley Owners Group, #3182

In 1983 Harley Davidson established the Harley Owners Group with the idea to not only promote the "motor company" but to also give its loyal customers as well as future customers an opportunity to enhance the experience of the motorcycle riding culture. It was overwhelmingly accepted by the riding community and has grown all over the world.

Today HOG has over a million members, with 191 authorized HOG chapters in the USA alone. Each chapter is sponsored by an H-D dealership. There are HOG rallies all over the world each year including many in the USA. Locations vary each year with the intention of getting members to ride to a host site.

In 1985 the Long Island chapter was created with 3 sponsoring dealerships joining together. Owners Stan Chornoma, Gene Baron Marty Altholz and Rich Christani, urged by original and Life member Bob Lowery, took the idea and ran with it. All of these men are responsible for the success of LIHOG. At one time there were over 1700 members that came from one end of the island to the other. Could you imagine a Sunday morning ride if even half the membership showed up to ride?

Some years later the Nassau Chapter was established with Nassau H-D as their sponsor. It certainly made sense since the population and logistics of LI was changing. It might have taken a member an hour just to get to a meeting or a KSU location.



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14th Annual Rushing Wind Biker Church Bikers For Christ EASTER SONRISE RUN

SONRISE IS AT 6:10 AM!!!

SUNDAY APRIL 17, 2022

These are local area diners that are available for breakfast after the service.

Come out and join us to celebrate
2 beautiful things...
the resurrection of our

Lord and Savior...Jesus Christ!!!

Riding to the beach for Sonrise.

Meet Place:
Rushing Wind Biker Church
10 Peachtree Court
Holbrook, NY 11741

Moriches Bay Diner
62 Montauk Hwy
Moriches, NY 11955

William Floyd Diner
467 William Floyd Pkwy
Shirley, NY 11967

Metropolis Diner
1711 Route 112
Medford, 11763

Country Cottage Diner
334 Main St
Center Moriches, NY 11934

The church will be open at 4:00 AM
for rolls, bagels, coffee, etc.,
and to line up. KSU @ 5:20 AM sharp!!!
We'll head to Smithpoint Beach for the
Sonrise Service and prayer.



LONG ISLAND ABATE PRESENTS:

SUNDAY MAY 1ST

13TH ANNUAL



**MOTORCYCLE
AWARENESS**

SAFETY RIDE

Registration: 9:30 H Lee Dennison Building
100 Veterans Memorial Hwy, Hauppauge, NY

Safety Workshops & Guest Speakers
KU at 12:15 - Escorted Ride

Food, Live Music, Raffles & 50/50
End site: Red River In, Main St. Yaphank, NY

\$20.00/rider, \$10/passengers, \$15 Walk-in

T-Shirt Sponsors needed - Contact Chris Beckhans
516-381-1531 or email: chrisliabate@gmail.com

Blessing of Bikes upon entry by Rushing Wind / Bikers for Christ
Proceeds to support Long Island ABATE'S Awareness Campaign



LongIslandABATE.org

RAIN OR SHINE



LACONIA 2022

June 11-19, 2022 - Celebrating 99 years of riding legacy in 2022 with YOU because it's been you, our riders, who have made Laconia Motorcycle Week® the World-Class Rally it is today!

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For inside information, be sure to follow us on FaceBook and Twitter. Join us as we countdown to 100 during this year's 99th Anniversary of Laconia Motorcycle Week®: June 11-19, 2022!

Bob Stegmaier (ABATE Life Member) To see thousands of photos of last year's event, please go to www.SilverFoxStudios.US - client events tab - Laconia MC Week 2021. See you all next year. Live Free & Ride Safe !!!







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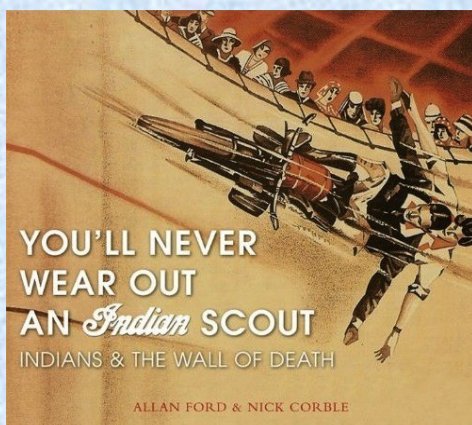
Wall of DEATH

Derived directly from United States motorcycle board track (motordrome) racing in the

early 1900s, the very first carnival motordrome appeared at Coney Island amusement park (New York) in 1911. The following year portable tracks began to appear on travelling carnivals. By 1915 the first "velodromes" with vertical walls appeared and were soon dubbed the "Wall of Death," the very first mention being Bridson Greene's unit in Buffalo, New York. Although not a silo-drome, the large combination motordrome at the 1915 Panama Pacific International Exposition included a perfectly vertical section at the top that was used by both car and motorcycle riders.

The motorcycles most widely used were the first generation Indian Scout models (pre-1928) with 37 cu. in. displacement. Royal American Shows out of Tampa Florida was one of the largest travelling carnivals and used 1928 to 1931 Scouts. This carnival attraction became a staple in the United States outdoor entertainment industry with the phenomenon reaching its zenith in the 1930s, with more than 100 motordromes on traveling shows and in amusement parks.

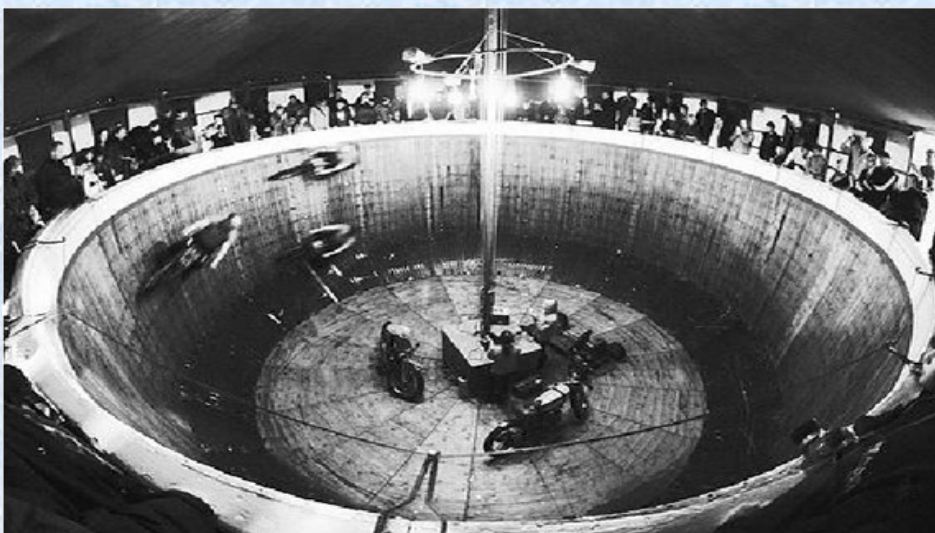
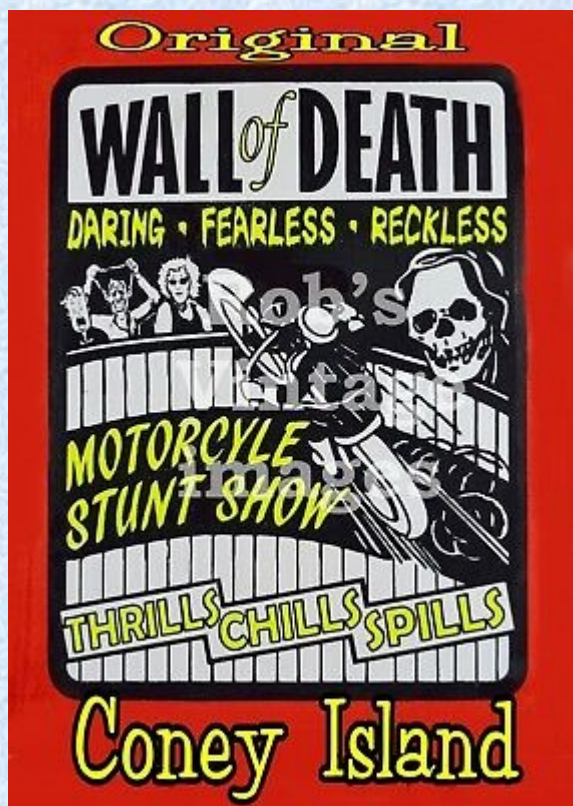
The audience views from the top of the drum, looking down. The riders start at the bottom of the drum, in the centre, and ascend an initial ramped section until they gain enough speed to drive horizontally to the floor, usually in a counter-clockwise direction (the physical explanation behind this act is found at banked turn and the turning car.) In the United States the American Motor Drome Company uses several vintage Indian Scout Motorcycles from the 1920s to give the audience a view of how these shows were done in their heyday. The American Motor Drome Company is the only wall of death to have two riders inducted into the Sturgis Motorcycle Hall of Fame; Jay Lightnin' (2014) and Samantha Morgan (2006).



In 2015 the Indian Motorcycle company chose the American Motor Drome Company to preview the new 2015 Indian Scout by putting it on their wall along with the 1926 and 1927 Indians that were regularly used in their show. The newest wall of death show in the United States is the 'Wild Wheels Thrill Arena' which will be performing in the Traditional Style of the Carnival Midway Shows.

This act also became popular in the United Kingdom, and often is seen at fairs. In the 2000s, there remain only a few touring walls of death. "The Demon Drome", "Messhams Wall of Death" and the "Ken Fox Troupe". These acts feature original American Indian motorcycles which have been in use since the 1920s. A similar act called the "Globe of Death" has the riders looping inside a wire mesh sphere rather than a drum. This form of motorcycle entertainment had a separate and distinct evolution from carnival motordromes and derived from bicycle acts or "cycle whirls" in the early 1900s.

On 28 March 2016, Guy Martin (successful Isle of Man TT Racer) set the world record for the wall of death. He reached a speed of 78.150 mph (125.770 km/h) during a live broadcast *Guy Martin's Wall of Death* on UK television Channel 4. The world record was set in a wall of death of 37 meters diameter, special-built for this attempt.





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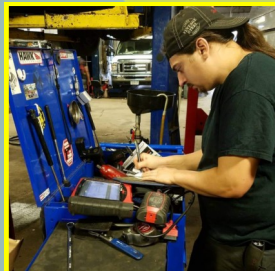


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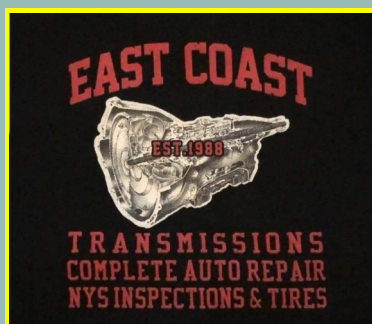
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MERCHANTS IN THE SPOTLIGHT



Hello Ladies and Gentlemen,

Every month we try to feature a merchant that provides Long Island ABATE members and their families with special pricing and or services. Long Island ABATE supports those that support us and the community. This month's merchant has been serving the community since 1988 and has been family owned since. This month's merchant is East Coast Transmissions. East Coast transmission is located at 1015 North Wellwood Avenue, North Lindenhurst. Raymond Natale, Robert Compono and staff together provide you with a full range of services from Transmission rebuilds to complete automotive and truck repairs and alignments as well. East Coast also performs NYS inspections on cars, trucks, Heavy duty trucks safety and Emissions as well as motorcycles and trailers. At East Coast you can have your vehicle maintained and repaired as needed. They also work with extended warranty companies and insurance companies to provide you with the proper repairs for each job. In addition to repairs and servicing they do custom work and transmission conversions from older 3 speed to newer 4 speed overdrive units. East Coast also provides towing when needed as well as pick up and drop off service. So whether you have a car, truck, or a heavy duty truck, a limo, hot rod or motorcycle Raymond and Robert can take care of your needs. Raymond, Robert and company are truly great at what they do. So if you need any type of automotive service feel free to reach out to Raymond and Robert at East Coast Transmissions and mention Long Island ABATE they will give you a cash discount. Their hours of operation are Monday through Saturday 8am – 6pm



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Cycle Safety Information

Personal Protective Gear

For the Motorcyclist

One of the things that makes motorcycling enjoyable is the freedom of riding in the open air. Unlike car drivers surrounded by a steel compartment, motorcycle riders feel as if they are a part of everything around them. Of course, sometimes being out there can have its drawbacks, such as when you are riding in extremely hot or cold weather, when it's raining, when insects are pelting you, or when debris flies up at you. It's for these types of situations, and possible encounters between you and the asphalt, that protective gear was developed.

Protective gear has two basic purposes: comfort and protection. Uncomfortable gear can distract you from riding. Properly fitting protective gear will help you stay comfortable when encountering various riding conditions. In the event of a crash, protective gear will help prevent or reduce injuries. Here is a summary of some of the important gear needed for comfort and protection.

Helmets

The most important piece of protective gear you can wear is a helmet manufactured to comply with DOT standards (FMVSS 218). This was emphasized in the University of Southern California (USC) researcher Harry Hurt's federally funded study, "Motorcycle Accident Cause Factors and Identification of Countermeasures," also called simply "The Hurt Report." Essentially, an in-depth on-scene investigation was

performed detailing the use of helmets and protective gear in 900 motorcycle crashes.

Additionally, researchers analyzed 3,600 police reports of on-highway motorcycle crashes. This and other research has established that helmets save lives by reducing the occurrence of head injuries, and wearing a helmet does not reduce essential vision or hearing.

This well-accepted motorcycle safety study's report has been corroborated since that time in many other research studies. Among them are: "The Snell Memorial Foundation – Past and Present" by Edward Becker; "Traumatic Brain Injury Associated with Motorcycle Crashes in Wisconsin, 1991-1997" by Wayne Bigelow; "Evaluation of Motorcycle Helmet Law Repeal in Arkansas and Texas" by Linda Cosgrove; "How Do Motorcycle Helmets Affect Vision and Hearing" by Scott McKnight; "Autopsy Study of Motorcycle Fatalities: The Effect of the 1992 Maryland Helmet Use Law" by Kimberly Mitchell; "Modernization of the DOT Motorcycle Helmet Standard" by David Thom; and "Motorcycle Helmet Effect on a Per-Crash Basis in the Thailand and Hurt Studies" by James Ouellet and Vira Kasantikul. Copies of these studies may be obtained online from MSF by visiting msf-usa.org.



When preparing to ride in cold weather, several layers of clothing are necessary, usually starting with thermal underwear. Extra layers of pants, shirts and jackets should be worn to aid body heat in forming a warm insulation. Topping your clothing with a windproof outer layer will prevent the cold wind from reaching your body.

Another alternative when riding in cold weather is to wear a winter riding suit. These lightweight, insulated suits worn over your street clothes provide the warmth needed to prevent hypothermia. Another option available to motorcyclists is an electrically warmed suit or vest. These items can be quite effective.

Regardless of temperature, wearing proper protective riding gear, including a long-sleeved top and long pants, will reduce your chances of becoming dehydrated.

The gear you wear when riding can also serve to make you more visible in traffic. Choose brightly colored gear when possible. Only two riders of the 900 crash cases studied by "The Hurt Report" were wearing brightly colored clothing. If you wear dark clothing, retro-reflective vests may be worn over your jacket. Also, it is a good idea to affix reflectorized tape striping to the gear you wear regularly when riding. Jackets made with retroreflective material also will help make you more visible at night.

Finally, there are gear enhancements available for even more crash protection such as body armor, spine protectors and kidney belts. These may be single items you wear under your gear, or they may be built into the protective gear you buy.

Rain Suits

For the avid motorcycle rider, a rain suit or waterproof riding suit is a must. A dry motorcyclist will be much more comfortable and alert than a rider who is wet and cold.

One- or two-piece styles are available in a variety of materials and colors, the most common being polyvinyl chloride (PVC) and nylon. High-visibility orange or yellow are good color choices.

There are usually only small differences in rain suit styles. The pants should have elastic at the waist and stirrups (or tie-strings) on the legs to wrap around the rider's boots. The jacket should have a high collar that is held closed by a snap or adjustable hook-and-loop fastener. The front zips up and a wide flap fastens across the opening. The wrist openings fit snugly with more elastic.

Also consider purchasing glove and boot covers. Most glove covers



are large enough to fit over gauntlet type gloves without interfering with hand flexibility. The boot covers have tie-strings on top and should be worn under the pants.

Hearing Protection

Long-term exposure to engine and wind noise can cause permanent hearing damage, even if you have a quiet motorcycle and wear a full-face helmet. Whether you choose disposable foam plugs or reusable custom-molded devices, properly worn hearing protection reduces noise, while allowing you to hear important sounds like car horns and sirens. Make sure you follow your state's laws when using hearing protection.

For more information on the importance of protective gear and for answers to other motorcycle safety-related questions, visit msf-usa.org.

The Motorcycle Safety Foundation is a national, not-for-profit organization promoting the safety of motorcyclists with programs in rider training, operator licensing and public information. For the Basic or Experienced *RiderCourse*SM nearest you, call the national toll-free telephone number: (800) 446-9227. The MSF is sponsored by the U.S. distributors and manufacturers of BMW, BRP, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio, Suzuki, Triumph, Victory, and Yamaha motorcycles.

The information contained in this publication is offered for the benefit of those who have an interest in riding motorcycles. The information has been compiled from publications, interviews and observations of individuals and organizations familiar with the use of motorcycles, accessories and training. Because there are many differences in product design, riding styles; and federal, state and

local laws, there may be organizations that hold differing opinions. Consult your local regulatory agencies for information concerning the operation of motorcycles in your area. Although the Motorcycle Safety Foundation will continue to research, field test and publish responsible viewpoints on the subject, it disclaims any liability for the views expressed herein.



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Helmets help protect your head in four ways. First and second, the outer **shell** resists penetration and abrasion. Third, inside the shell is the equally important **impact-absorbing liner** that absorbs more of the shock by slowly collapsing under impact. Fourth, the soft **foam-and-cloth liner** next to your head helps keep you comfortable and the helmet fitting snugly. The **retention system**, or chinstrap, is the one piece that keeps the helmet on your head in the event of a crash. Both shell and liner spread the forces of impact throughout the helmet material. That's why, in most cases, if a helmet has been damaged in a crash, it will not be protective in another mishap and should be replaced.

Consider how a full-face helmet makes riding more comfortable. It cuts down on wind noise in your ears and windblast on your face and eyes. It deflects bugs and other objects that fly through the air. A helmet even adds protection from inclement weather and reduces rider fatigue.

For more information on helmets, download the Motorcycle Safety Foundation's Cycle Safety Information publication, "What You Should Know About Motorcycle Helmets." It outlines helmet standards, construction, care and other important information.

Face Protection

Any motorcyclist who has been hit in the face by a stone or an insect can tell you about the benefits of face protection. Windshields and most prescription eyeglasses simply do not provide adequate protection. Wind, insects and pebbles may be blown behind a windshield. Eyeglasses with shatterproof lenses may protect the eyes, but most don't seal out wind which makes your eyes water.

"The Hurt Report" states that motorcycle riders with shields covering their faces suffered fewer facial injuries than those without. It also reports that helmets providing full-face coverage with strong chin pieces and energy-absorbing liners are especially effective in reducing face injuries.

Face Shields

Face shields come in a variety of designs to fit most any helmet. Some flip up for convenience. There are non-flip types, such as the flat shield, that snap directly to the helmet. If you select a bubble shield (either a flip-up or a snap-on style) make sure that its compound curves do not distort your vision.

When using a face shield, be sure it is securely fastened to the helmet. It should be impact-resistant and free from scratches. Scratches can refract light and blur vision.

Tinted shields help avoid eye fatigue during daylight hours, but always wear a clear one at night. Make sure the shield you choose is designed for your helmet and does not interfere with any eyeglasses you may wear.

Face shields may be cleaned with a mild solution of soap and warm water or a quality plastic cleaner.

Goggles

Riders wearing goggles receive eye protection, but they are not protected from possible injury to other parts of the face. As has been emphasized before, full-face helmets and face shields provide better protection for the entire face.

Goggles should be securely fastened over the helmet so they do not blow off. Most frames have a rubber/cotton-fiber strap that resists tearing and stretching.

Maintain your goggles properly: dirty goggles can impede safe sight.

Whether you wear a face shield or goggles, tinted lenses may be used during the day, but you should use clear lenses at night.

Footwear

Sturdy, over-the-ankle boots can protect you from a variety of riding hazards. They protect against burns from hot exhaust pipes and impacts from flying road debris. Boots with oil-resistant, rubber-based composite soles will give you a strong grip on the pavement and help you keep your feet on the pegs. If the boots have heels, they should be low and wide. In case of a crash, boots help provide valuable protection against foot and ankle injuries.



Gloves

Full-fingered motorcycle gloves protect hands from blisters, wind, sun and cold and will help prevent cuts, bruises and abrasions in a crash.

Gloves that fit properly will improve your grip on the handlebars. If your gloves are too loose or bulky, you may have problems operating the controls of your motorcycle. If they are too tight, circulation will be restricted and your hands will become cold. Seamless gloves or gloves with external seams will help prevent blisters. Gauntlets will keep cold air from going up your sleeves.

Motorcycle gloves are available in many styles, weights and thicknesses. Lightweight gloves may be more comfortable in summer warmth while heavier, lined and/or insulated gloves are available for additional protection from winter cold.

Jackets, Pants, Riding Suits

Protective gear will help you stay comfortable while riding in adverse conditions. In a crash, proper riding gear will help prevent or reduce injury. "The Hurt Report" states that covering the body with leather or an abrasion-resistant fabric (e.g., Cordura®, Kevlar® or ballistic nylon) also provides a high level of injury protection.

Protective apparel designed specifically for motorcycling will afford the best combination of comfort and protection. These garments are cut longer in the sleeves and legs, and fuller across the shoulders to

Basic Riding Gear

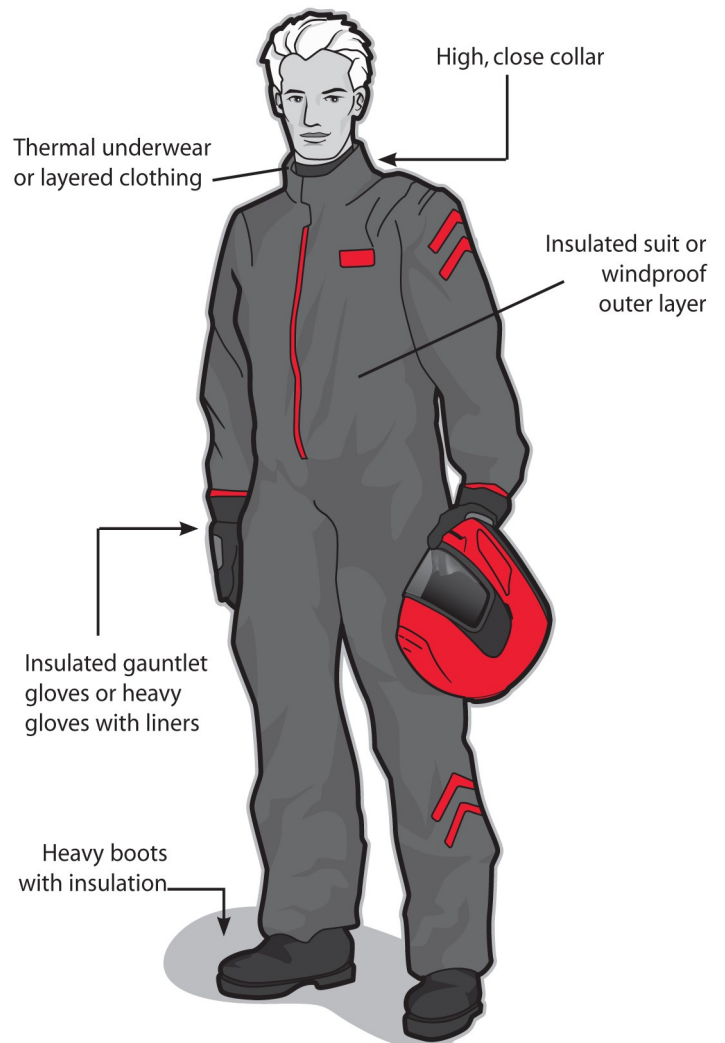


accommodate your riding posture. Special overlaps and flaps help seal out the wind and padding helps protect you in a crash.

Motorcyclists often wear leather because it is durable and abrasion-resistant, giving good protections against injury. Many modern fabrics, such as Cordura® and ballistic nylon, are also abrasion- or wind-resistant, waterproof or have high-visibility properties. Many



Cold Weather Gear



motorcycle dealers carry a varied line of riding jackets and suits. Your riding habits, budget and local weather conditions will influence your choice of purchase. Shop wisely, making sure your purchase fits properly and is specifically made for motorcycling.

Your gear should fit comfortably without binding. However, wide-flared pants, flowing scarves and similar items should be avoided because they could become entangled in the motorcycle. A jacket with a zippered front will be more wind-resistant than a jacket with buttons or snaps. A flap of material over the zipper of a jacket gives additional protection against the wind. Jackets with sleeves tapering to fitted cuffs and waists are recommended to help keep wind from blowing into the garment. Be careful about collar style—a large, loose collar will flap when riding and may irritate your skin or distract you.

Remember that even in relatively warm weather, moving air is cooler and constant exposure to wind when riding may cause a chilling effect that leads to hypothermia. Hypothermia is a condition of subnormal body temperature that can cause loss of concentration, slowed reactions, and loss of smooth, precise muscle movement. You may lose your ability to concentrate and react to changing traffic conditions. Proper riding gear, such as a windproof jacket and insulated layers of clothing, is essential.

Riding gear that is just right for cold-weather riding may be too hot once you stop. Dress in layers so that the outer clothing may be removed as necessary.

CONSIDERING BUYING A MOTORCYCLE: Should You Ride A Motorcycle?

Riding a motorcycle is a unique experience. Riding is fun and invigorating, yet the skills needed for safe riding, combined with the lack of car-like crash protection on a motorcycle, can cast doubts on whether a person should choose to ride a motorcycle. Some potential riders lack the ability to execute skilled and timely actions in a complex traffic environment; others lack keen judgment or don't have a firm grasp of the concept of risk management.

MSF believes that motorcycling isn't for everyone. If you're considering becoming a rider, however, here are 10 questions for you to use as a self-assessment of the physical capabilities and mental attitude required to safely navigate a motorcycle on the street:

1. Are you a higher risk-taker than others you know? If you tend to need a thrill while driving a car and have aggressive or risky tendencies (following too closely, turning without signaling, talking on a cell phone, getting angry at other drivers, etc.), motorcycling may not be for you. While motorcycling improves the overall quality of life for many, for some it can lead to disaster. Thinking that accidents only happen to others is an attitude that will get you in trouble.

2. Can you ride a bicycle? This is a prerequisite for enrolling in our Basic RiderCourse and generally a good gauge of your ability to maneuver a motorcycle. Bicycling, like motorcycling, is a physical activity that involves balance and coordination. And speaking of coordination ...

3. Can you drive a stick-shift car? This is not a requirement, but it may make learning to ride easier because almost all motorcycles have manual transmissions. If you can't get the hang of shifting gears but still want to enjoy a powered two-wheeler, you might want to start out on a motor scooter. Motor scooters generally have automatic transmissions and come in many sizes, from simpler models with an engine size of 50 cubic centimeters (cc) to powerful 650cc models.

4. Do you see well? Riding a motorcycle requires special perceptual skills that rely on good vision. Have you had an eye examination recently? Do you tend to see things that are far away later than other people you know? The ability to see well ahead is important for safe riding.

5. Are you mechanically inclined? Today's motorcycles are very reliable machines,



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but with all the bolts, nuts, and mechanisms out in the open, and only two tires connecting you to the pavement, you need to be able to inspect your equipment and make the occasional minor adjustment. You don't need to be a master mechanic, but it helps to know your way around a tire pressure gauge and a wrench. Most everything a rider needs to know is in the motorcycle owner's manual, and if you've never read your car owner's manual, that could be a sign that motorcycling is not for you.

6. Are you safety-minded? If you routinely find yourself bandaged up after doing simple do-it-yourself projects around the house, or think it's acceptable to operate a motor vehicle under the influence of alcohol, the unique challenges of motorcycle riding may not be compatible with your decision-making. Riders can control their situation only if safety is a high priority. Millions of motorcyclists ride millions of miles without incident, and they likely take safety seriously.

7. Do you respect machinery and other equipment that has risk? For example, when using a lawn mower or chainsaw, do you maintain it properly and wear eye/ear/hand protection when needed? If you're not serious about safety in connection with simple machinery and equipment whose improper use can lead to serious injury, you may not respect motorcycling enough to follow safety precautions. Successful riders know that safety isn't a matter of luck, but a matter of doing the right things to minimize risk.

8. Can you focus? Inattention is a major cause of crashes. Safe motorcycling requires dedicated attention to the immediate task and a keen awareness of everything going on 360 degrees around you. Rush-hour traffic aboard a motorcycle is not the place to be daydreaming. For instance, if you find yourself overusing your brakes because you were caught off-guard, or are often surprised by a passing car or truck you didn't see, your situational awareness could be less than adequate.

9. Can you handle your car in an emergency? Drivers don't often have the need to brake hard or swerve to miss a crash, but it's important to have the skills to be able to do so when needed. On a motorcycle, having these types of skills is essential because other highway users tend not to see motorcyclists in traffic, especially around intersections.

10. Are you willing to invest some time in learning to ride the right way before hopping on a bike? Your best "first ride" is a Basic RiderCourse where you can familiarize yourself with the safe operation of a motorcycle. You can even take the course as an experiment, to help you better understand the dynamics of good riding and to determine if motorcycling is right for you.



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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 burden some 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™.

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10	11	12 LI ABATE SUFFOLK Monthly Membership Meeting 7:30PM Pt. Jefferson ELK's 41 Horseblock Rd. Centereach	13	14	15	16
17 	18 	19 LI ABATE NASSAU Monthly Meeting recap 7:30PM Marine Corps League 99 NY AVE Massapequa	20	21	22	23
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