



Volume 2 Issue 7

August 2013

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President's Point of View, by Grumpy

Greetings Harley Riders,

On July 7th, we had our house party at Lou and Agnes Vaccarelli's. We started the day off with a local ride, led by Road Captain Charlie Abruzzo. We were all thankful that Lou had the pool ready and that Bill Vultaggio and Joe Sabia had the grill going because we were all hot and hungry. It was one of those hot July days. Going by the photos, I think all who attended had a good time. I would like to thank Lou and Agnes for the use of their house again this year and to all the members who helped with the shopping, setting up and cleaning up. And to the members who made one of their favorite dishes to share with us, we thank you all. We thank all who cooked the food, standing over that hot grill, because like I said it was one hot day! A special thank you to Stephan and Kathy Efthimiades for putting this all together. To answer Rod's question: "How many can we get in the Hot Tub this year?" Sorry Rod, only two.

We received thank you letters from Sagamore Children's Center and Jacob's Light for the checks we sent them from the Dix Hills Diner. Copies of the letters were in the July newsletter, both stating that the money will be put to good use. By now, we all have heard that the State of New York sent a letter to Sagamore Children's Center stating that they will be closing the doors in 12 months. For those of us on Facebook, Friends of Sagamore set up a "Save Sagamore" page at <https://www.facebook.com/home.php?sk=lf#!/save.sagamore?fref=ts>. They have all the information on who to write or call to help keep the doors open.

We had 21 bikes attend the MountainFest Rally, in Morgantown WV, leaving at 5:00 A.M. on Wednesday the 24th in order to get through the city and on the open road. This ride was led by Road Captain Nadine Hartmann who did a great job planning the four-day adventure ... Sorry, three-day adventure (we had to head home early because of rain) ... with some great rides and visits to the local Harley-Davidson dealer and all the vendors. It is hard to name all that was going on, but the roads were great, made for the motorcycle. This was our first time there as a club, but I think we should do it again in the future.

Coming up next is our club BBQ at the VFW hall, on Aug 7th, starting at 6:30 P.M. So stop by and have a burger.

On Aug 25th, we leave for Harley Davidson's 110th Anniversary event in Milwaukee. Road Captain Kenny Pastor will be leading the club for this event. If you have not purchased tickets for some the great events going on, go to http://110.harley-davidson.com/en_US/ticketing. Check out the flyer that is attached to the weekly email for all the details.

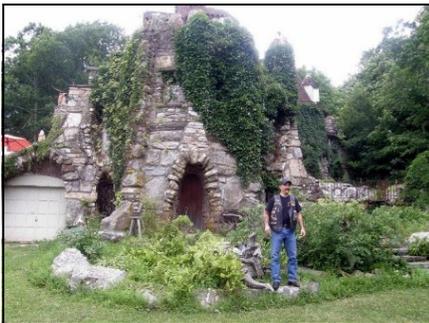
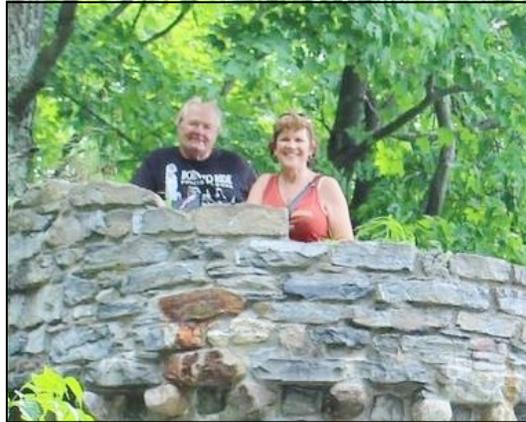
Ride long and prosper.



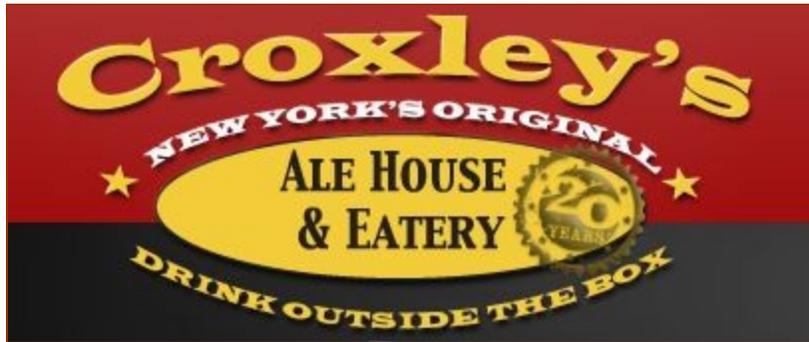
**KEN PASTOR's
6/30 ride to
WING's Castle in
Millbrook, NY with
lunch stop at the
Eveready Diner**



**Vietnam Vet Peter
Wing started building
this home/castle in
1970 with wife Toni
Ann. 80% of it is
constructed of
recycled and
repurposed materials
and is still a "work in
progress."**



BIKE NITE 7/3



The History of the Motorcycle: 1940-1950

By Lou Vaccarelli, Historian

What would the history of the Motorcycle be without a short discussion about the “Leather” we all know and love?

History of the Perfecto

In 1928, Irving Schott of Schott Bros. designed a leather motorcycle jacket he named “the Perfecto”. It was a double style design and the first of its kind. Schott Bros. later manufactured a very similar jacket for the Beck label called “the Beck 333 Northeaster”. Both of these styles are rare today and highly valued by collectors. In the late 1940s, Schott Bros. introduced a new jacket based on the original Perfecto design called “the 613”. It was soon nicknamed “the One Star” because it had a star on each shoulder. A few years later, the company introduced “the 618”, which was identical to the 613 except for the stars. This was the style that Marlon Brando wore in the movie *The Wild One*. The stars on the flaps and the snaps on the collar of his jacket were not original, but added to the jacket. These jackets have a snug, almost tailored fit, which is suited for motorcycle riding. They are also short by today’s standards.



The PERFECTO



My Dad on his WLA

(see his notation of the Dirty Mud Ride)



My Dad WWII Riding Gear

After America entered World War II in 1941, the re-emergence of motorcycles on America's roads did not occur again until the war's end in 1945. Motorcycle clubs soon followed but the romantic mind's-eye imagery of leather-clad bikers rumbling along astride steel horses actually has its roots in the war. These clubs were born in the hostile skies and battlefields of World War II. Author Richard Kolb, in an article written for the *Veteran's of Foreign Wars* magazine, stated it's important to realize the average returning age of an American from combat in World War II was 26 and their wartime experiences shaped the formation of motorcycle clubs. The American motorcycle club had arrived to stay.

A unique part of **Airmen Heritage** is present in this facet of motorcycle history. Many riders from this time period were aircrews from World War II. They knew leather was a resilient material able to keep one dry and warm even in extreme weather conditions. This made leather riding gear a natural choice for many motorcyclists and is a safety factor still in use today.

Harley-Davidson began producing the WLA, the A standing for Army, in small numbers in 1940, as part of a general military expansion. The later entry of the United States into World War II saw significantly increased production, with over 90,000 being produced during the war (along with spare parts the equivalent of many more). The US Army would use motorcycles for police and escort work, courier duties, and some scouting, as well as limited use to transport radio and radio suppression equipment. The WLA acquired the nickname "Liberator", since it was seen ridden by soldiers liberating occupied Europe.

It was little known that during World War II, the Army produced a specification for a motorcycle much like the BMW's used by German forces. That meant shaft drive, a boxer engine and several other features that made the BMWs exceptionally reliable and low-maintenance machines. Harley-Davidson produced the XA based closely on the BMW. Though an excellent machine, only about 1,000 were produced. Due to its new features and low production, the XA was expensive, and by that time it was clear that the Jeep was the Army's general purpose vehicle of choice; the less advanced but cheaper WLA was considered sufficient for its limited roles.

Some interesting Timeline Facts

1940 Linda Dugeau, a pioneering motorcyclist, founded the Motor Maids ... the oldest Motorcycle organization for women

1945 198,000 motorcycles registered in the U.S.

1947 Attendees at the year's Dealers Convention in Milwaukee are given a train ride to a "secret destination," which turns out to be the newly-purchased plant on Capitol Drive. The plant was formerly the A.O. Smith Propeller Plant, created during the war. Harley-Davidson uses the plant as a large machine shop, shipping the new parts to Juneau Ave. for final assembly.



Harley-Davidson begins selling what will become the classic black leather motorcycle jacket.



Harley-Davidson dirt track racer Jimmy Chann wins the first of three consecutive AMA Grand National Championships.



Are you a member of the American Motorcyclist Association (AMA)?

Although there is no requirement for AMA membership as an LI Harley Rider, only AMA members will be able to vote for our primary officers or be able to run for office.

**Please also consider the AMA's advocacy programs and other benefits.
Learn more about it at: www.americanmotorcyclist.com**

1948 New features are added to the 61 and 74 overhead valve engines, including aluminum heads and hydraulic valve lifters. Also new are the one piece, chrome plated rocker covers shaped like cake pans. The nickname "Panhead" only seemed logical.



Production of American-made lightweight motorcycles begins with the model S. Various versions will be sold until 1966.



1949 Hydraulic front forks first appear on the new Hydra-Glide models.

My next article will talk more about the Harley Davidson Police. Send me your pictures and any experiences you would like to share. Email me at historian@LIHarleyRiders.com.

***Cool idea!
Check out Dave Muzzy's engine fans ...
sleek and easy to install***



HOUSE PARTY



And a special thanks to AGNES & LOU for hosting the party yet again!



2013!!



Mike shows off his Olympic diving skills...



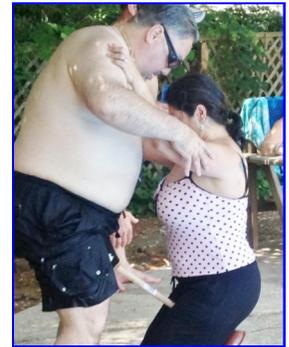
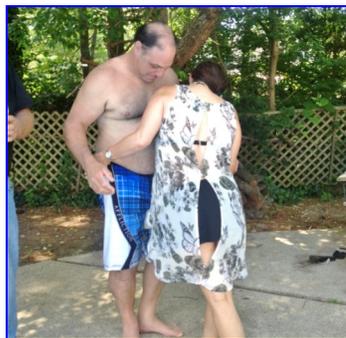
His form is good, and he made a big splash. I gave it a 3.5!



And leave it to STEPHAN & KATHY to come up with a contest that challenged the women's ability to take aim!



Ex-Prez Bill gets a close look at the competition



First Lady Nadine shows us who the real Boss is ...

while Assistant Activities officer Kathy comes in from behind





For a complete list of Charter Events and the latest information, visit www.LIHarleyRiders.com for details.

August 2013

August Birthdays

- John Locasio 1
- Mike Macari 2
- Chris Read 3
- Ron Fox 4
- Millie Granados 5
- Laurie Pattishall 5
- Henry D'Elia 7
- Stephanie Klein 7
- Gay Mozzone 10
- Victoria Christian 11
- Richard Remz 11
- Patricia Chepinkas.. 16
- Mike McKeon 16
- Steve Sorensen 16
- "Pork" Triebes 16
- Robert Russell 24
- John Holt 27
- Jane Karuschkat 28

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4 Montauk Ride	5	6	7 Bike Night @	8	9	10
11 Steamtown, PA Ride	12	13	14 Bike Night	15	16	17
18 Monthly Meeting	19	20	21 Bike Night	22	23	24
25 CT/ Gillette Castle Ride Milwaukee "110"	26 Milwaukee "110"	27 Milwaukee "110"	28 Bike Night Milwaukee "110"	29 Milwaukee "110"	30 Milwaukee "110"	31 Milwaukee "110"



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 Email Chris Vultaggio at liridermembership@yahoo.com



Plan for one or more of our 2013 overnights!
 August 25-September 2: Milwaukee "H-D 110th" Rally —
 October 18-20: Fall Foliage Trip Clifton Park

Charter rides that begin and terminate on Long Island are officially over when the destination is reached. If a Charter Ride leaves Long Island, the ride will officially end upon returning to Long Island. Official charter rides are "dry" rides, no alcohol. Helmets are required on all club rides.

Check your email, our website or FaceBook for last minute changes. Full tank of gas and empty bladder required for all Rides.

That Dreaded Four Letter Word: “Rain”

By Dom Mozzone, Safety Officer

One word that we all hate to hear as a rider is “rain.” As a club, we always check weather reports for our weekly rides to avoid rain. But occasionally, we do get wet. What can you do to improve your riding in the rain?

The first thing you need to do is be prepared well ahead of the first few drops of rain. Selecting and purchasing a rainsuit is something that must be done in advance. Another point is to keep it with you at all times. A rainsuit serves two purposes. First, it should keep you dry. Second, and equally important, it should increase your visibility. When your evasive maneuverabil-

ity is reduced by lack of traction, you want to be sure other drivers see you with reflective rain gear.

Maintaining all your lights also helps you to be seen in the rain. Of course, you must keep your lights clean, but have you checked them all lately to see if any have burned out? Do you carry any spares with you? Next time you take your bike in for service, you should restock any spare bulbs you might be missing. Additionally, spare fuses are just as important.



The other important items that need maintaining ahead of time are your tires. Have you looked at them lately? If any of the wear bands are showing, it's time to replace the tire. One of the major causes of hydroplaning is worn tires. You clearly don't want to find this out after the rain starts falling. The sole purpose of the tread design on a tire is to carry off the water, but it can't do its job if you don't allow it enough tread depth to work with.

Hydroplaning occurs when the tires are not in full contact with the road. They ride on a thin layer of water, and sometimes oil, on the road. Hydroplaning occurs frequently in light mist or drizzle as soon as it starts. Proper tread depth and tire pressures, slowing down, and riding in the tracks of other vehicles all help reduce the chance of hydroplaning. The cessation of a 'slushing' sound, or any decrease in steering or braking may indicate hydroplaning. If this happens, slow down without braking and avoid any sudden moves.

When we're doing a ride, especially on overnight rides, and it starts raining, we assess the planned route for safety in the rain. Scenic, twisty asphalt roads are a lot of fun when it's dry. When the rain starts to pour, the scenery turns gray, the turns aren't nearly as much fun, and the asphalt doesn't provide the traction you need to remain safe.

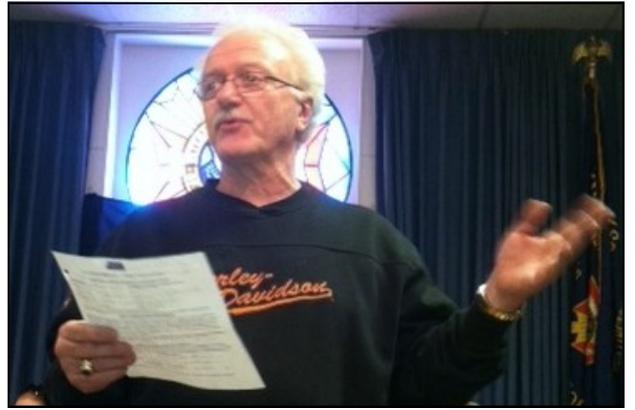
That's when a decision for an alternate route is made along a boring, albeit straighter, concrete road.

An optimum situation is to stop prior to the precip and prepare yourself for riding in the rain. Doing so while dry and controlled will increase your safety, as well as your comfort. Pull off the road as soon as you find a place to suit up. This will provide you with a dry place to put on your high-visibility rainsuit, and more important, it puts you off the road during the most dangerous first fifteen minutes of rain.

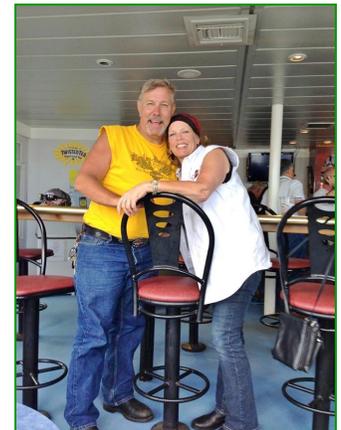
What you don't want to do is suit up in the rain as you get wet. That totally sucks! Been there, done that, and it's not fun. When the water first enters the pores of the road, it forces up the oil that has been collecting there. That's the most dangerous time to be caught in the rain ... where 'stuff' can happen quickly. It's best to wait at least 15 minutes after the rain starts for it to wash the oil off the road.

Though the main danger of rain is hydroplaning, slowing down, increasing your following distance, taking curves more slowly, and increasing your scanning distance all helps riding safely in the rain.

Riding in the rain may never be pleasant, but it can be done safely if you're prepared and knowledgeable of what to avoid.



7/14 - Vice President Dave "Muzzy" Marzola led us on a ride to the Sycamore Drive-In in Bethel, CT. Opened in 1948, they still use the original recipes for their burgers and homemade root beer. But first, we had to stop at Empire H-D.



This is an Article that I never wanted to write!

By Christopher J. Beatty, M.D. ("The Big Dog")

Hello HOG Brothers and Sisters. This past November, I was diagnosed with Prostate Cancer. My PSA (Prostate Specific Antigen), which had always been normal, was all of a sudden 9.5, which is way too high. My close friend, who is also a Urologist, examined me and advised that it was probably from riding my HOG. He said to avoid riding for two weeks (No simple task!) and get a repeat PSA. Well, the repeat was equally high and I needed a biopsy. Since I am a born chicken, I had this biopsy done in the Operating Room under General Anesthesia.

Two days later, he called me and my wife, Lindsay into his office and broke the news to us that 9 of my 12 biopsies were positive for cancer and that surgery was clearly my best chance for a cure. He sent me to the best Urologic Surgeon in the area who is a specialist in Robotically-guided Radical Prostatectomy.

If you haven't heard of the DaVinci Robot, it is really something. It is a computerized laparoscopic system, which allows the Surgeon to get into small spaces and remove hard to reach lesions with very little blood loss and very little pain. I had that done on December 10th and I must say that the DaVinci is everything that it is cracked up to be.

I was out of the hospital in 24 hours, which is totally unheard of for this kind of surgery. My recuperation at home was pretty slow but thank God for Lindsay and my daughters who helped me get through it. In February, I started taking Lupron Shots. This is an antihormone medication that prevents regrowth of tumor cells. It has a few unpleasant side effects, one of which is weight gain and the other is "Hot Flashes". Yes ladies, a man having hot flashes! Isn't that grand!

In March, I started a two-month course of External Beam Radiation therapy. Five days/week for forty treatments. This causes a few symptoms in the rectal area and the urinary tract, but nothing insurmountable.

So that's why you haven't seen me around too much in the past six months. I know that this was the right thing to do whenever I see a sunset or see my Grandson smile or when I open the throttle on my Road King and hear those pipes roar!

For those of us who have reached the ripe old age of 50, a yearly rectal exam by your primary care physician is in order and a yearly PSA should be done. If you hear or read that the PSA test is not that good or that it yields false negatives, that is bunk. It can be your life saver.

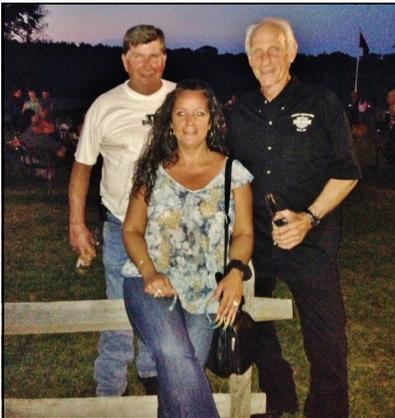
Early detection of Prostate Cancer can frequently be followed with no treatment at all. Moderate Prostate Cancer can be treated with Radiation. Only advanced cancer requires surgery.

So be smart, see your doctor, get the PSA and let's keep riding!



Bike Nite at Carlyle on the Green

7/17



7/31 BIKE NITE @ THE NEW

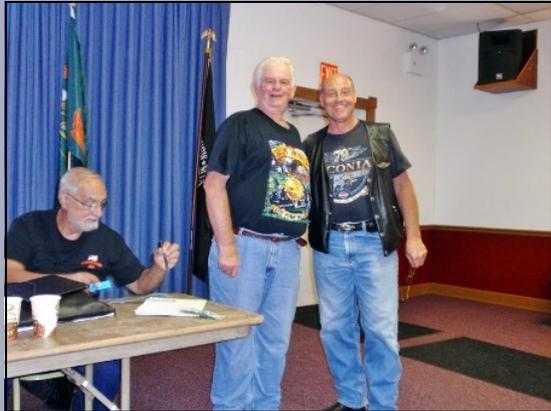


IN LAKE RONKONKOMA



JULY meeting

Our monthly raffle winners



JOE SABIA



Three times a charm this year for **KEN McKAY**

New Members:

Ann Buglino (Syosset)
Softtail Deluxe



Diane Perry (Islip Terrace)
Sportster 1200



How About a Big Cheer for Our Road Captains?

Head Road Captain: Ken Grant, Asst Head Road Captain: Mario Ruffolo
Charlie Abruzzo, Bob Bernstein, Joe Bonura, Bob Corso, Buzzy Farquhar, Steve Ficalora, Fred (Grumpy) Hartmann, Nadine Hartmann, Gary Kinkle, Dick (Judge) Klein, Mike Macari, Dave Marzola, Dom Mozzone, Kenny Pastor, Bob Read, Lou Vaccarelli & Bill Vultaggio





and after the meeting...
Head Road Captain **Ken Grant** heads
out to Baiting Hollow Farm
Vineyard with 36 bikes - 43 members
for a relaxing lunch and shopping.



Baiting Hollow Farm
Vineyard was established in
1961 by WWII army veteran
Sam Rubin and wife Rhoda.
The tasting house dates
back to 1861. They also run
a horse rescue on the
premises.

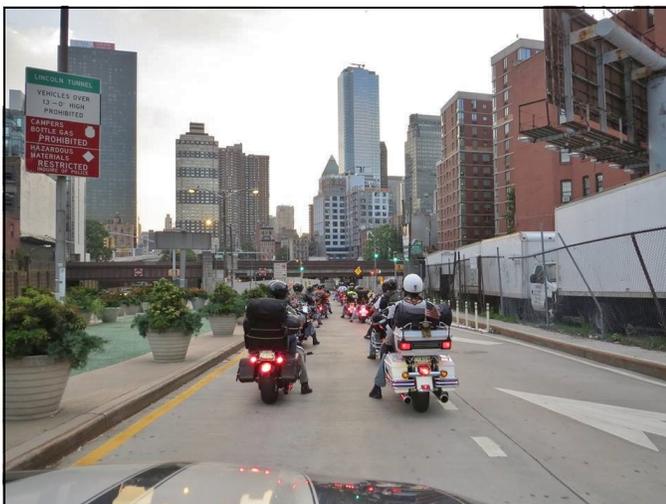




Nadine led our ride to "Wild and Wonderful MountainFest" with stops at Coopers Rock, W.V. & Monongahela National Forest.



The much needed **BUTT BREAK**



There are **MANY** more MountainFest pictures in the photo album. Check them out!!!



2013 Membership Applications ... Get a friend involved!



*2013 Calendars and rockers
are on sale!*

Check out our new Mens and Ladies T-Shirts!
Membership Applications Available online NOW!
or send an email to Chris at Membership@LIHarleyRiders.com to request one

**Do you have a story to tell about a special bike ride
or trip you've taken or a cool product you've used?**

We would love to publish it.

Please send your stories and photos to: Editor@LIHarleyRiders.com

Say Cheese!

Attending your first meeting?
Be sure to let us know where
you're from and what you
ride. Welcome to the Family!

**After the meeting, our Charter
Photographer will take your
photo!**



HELLO
my name is

See our **Activities Officer** for
individual name tags. This way,
other members can put a name
with a face!

NEXT MEETING
August 18, 2013
10 AM

Nathan Hale VFW Hall
210 West Pulaski Road
Huntington, NY

**Charter meetings are held
4th Sunday* of each month**
*(*unless otherwise noted)*

Bagels, Coffee and Tea
served
\$5.00 per person



**Would you or
someone you
know like to
advertise in our
newsletter?**

Please contact
Joe
Giacalone
for pricing and
information at

**Editor@
LIHarleyRiders.com**

Before leaving for a ride, be sure to check your email or our Charter Website at
<http://www.LIHarleyRiders.com> for updated information and last minute cancellations.



*A Little Help Please ...
Dom Mazza's sister, Gertrude, has offered
to make another Harley-Davidson T-shirt
quilt for our Holiday Party raffle.*

*She is asking for colorful H-D T-shirt dona-
tions for the quilt. She cannot guarantee
your T-shirt will be used and they will not
be returned. Please help by bringing an
H-D T-shirt to the next monthly meeting.*

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