



Volume 12 Issue 7

July 2020

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## President's Point of View, by Ed Reiff



Hello LI Harley Riders, not too much to report this month. We are still hoping to have a general meeting towards the end of July. We are waiting to hear from the VFW Hall as to whether we can use the facility. I am entertaining the idea of an outdoor meeting for us. We will see if and where we could hold it.

Our weekly rides have been going on and running well. Dominic Mozzone's weeklong ride to New England will be taking off shortly and everyone is eager to go. We wish them all a fun and safe trip. The trip was originally planned for three days in New Hampshire and four days in Vermont, but thanks to Vermont's policies we will be staying in the New Hampshire hotel for the entire week. If you are going, make sure to check in with Dom for any other changes.

As of now we are canceling the Summer party and looking forward to the end of this crazy year we are having. Be sure to check the weekly emails as that is where the changes are reported as soon as they happen. Many thanks to everyone involved in all the planning we do and keeping up with all the changes as they occur.

We have been doing bike nights at members' homes each week and have done two so far. If you would like to host a bike night please let us know. Just keep it simple and it will be a lot of fun. It's a great way to keep in touch with everyone and plenty of pictures will be taken and posted for everyone to enjoy.

See you on the next ride.

# VP Corner

By Steve Ficalora



L.I. Harley Riders

V.P. Corner

July 2020

"Turning down the noise"

Let's face it, that is probably one of the main reasons we all ride, am I right? The rush of the air and sound of the wind, that full on attack on all our senses and of course those wonderful smells that people in their cars rarely get to experience. I was reminded of this recently when some "fake book" memories surfaced about a trip we had done to the PA Grand Canyon, and I could literally smell the pine trees all over again...

When we're riding, turning down the noise of every day life may be second nature, even automatic, however we all have those days when things just seem to keep tumbling around in our brains. It's evident as I look around while riding or driving and I see all the distractions that people are busy with while behind the wheel: Kids screaming, adults arguing, and the phones that have created their own pandemic. How often do you see the person next to you or behind you looking downward? Distracted driving is a menace on the roads today, and while it makes drivers dangerous it can make us as riders our own worst enemy.

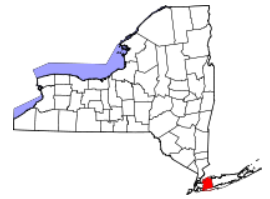
Whether we're riding solo or with the group, it is extremely important that we are ready both mentally and physically for the ride ahead. We can easily be distracted ourselves if not fully prepared. We have radio's, CB's, GPS and can even make and receive phone calls on the newer bikes. On top of that we typically choose to ride on some beautiful roads in very scenic locations but can ill afford to be caught sightseeing or daydreaming, which could spell disaster. As Road Captains we also need to be careful not to spend too much time paying attention to the GPS. As I've often said, sometimes the best thing to do with a GPS is to ignore the damn thing! There is never a better substitute for knowing where you are going. How often do we see cars suddenly veer across three lanes to an exit? These are who I refer to as "GPS Drivers": They have absolutely no clue where they are going and are often lost in conversation until the GPS says TURN RIGHT! Also, have you ever turned down the radio when driving a car to a new location as you get close? That's because it's a distraction that is preventing us from focusing on reaching our goal.

So how do we turn down the noise before and during a ride? I'm sure some days it may not be easy, or even possible. Perhaps we had an unusually bad day at work, or are going through some personal issues. If you have anything weighing heavily on your mind, it may be better to think that through to resolution before hopping on the bike or perhaps take a walk first. Some days just going for a ride will be the best medicine but only you can make that choice. If you do decide to ride, visualize your ride first before firing up the V-Twin and think about where you're going, even if it's for a space cruise. I have a certain route I use for those times when I need to get out but don't want anything too challenging or distracting. And if you don't need it, turn off the GPS, the radio and the phone. One thing people forget about the technical trappings of our current lives is that they all have an OFF button, so turn down the noise and turn up the wind!

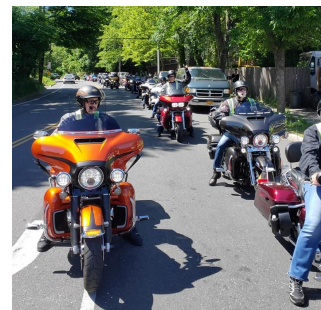
Ride Safe everyone!



# Ride to Nowhere June 7, 2020



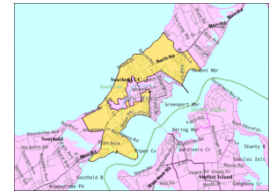
As we settle into the New Normal the LI Harley Riders are doing what they do best! WE RIDE. On a beautiful June day Head RC Mario led a large group of members through the scenic North Shore of the Island with no destination in mind. The group of 35 bikes, 41 members and 3 nonmembers toured the towns of Plainview, Muttontown, Glen Cove, Sea Cliff and Hempstead Harbor to name a few. We enjoyed views of Manhattan and Hempstead Lake. Because no restaurants are open brown bagging has become the norm. Our members got to enjoy a beautiful Summer day with friends. As always a big thanks to Head RC Mario for planning this great ride and to all the RC who keep us safe.!





# Greenport Ride

June 14, 2020



Probie RC Jack led another successful ride to scenic Greenport. Another beautiful Summer day greeted us as Jack led 27 bikes and 37 members on a twisty, winding ride through the beautiful East end. We enjoyed sunshine and water views. Greenport was busy and more restaurants were offering takeout to enjoy the dining al fresco and beautiful views. All of Jacks hard work and planning made a great day for everyone.





# Father's Day Ride

June 21, 2020



VP Steve Ficalora led a short ride to celebrate Father's Day. 21 bikes and 23 members enjoyed a scenic ride that ended with a delicious brunch at President Ed and Pam's home. We got to celebrate the great men in our club and each man got a beautiful red rose. Thanks to Ed and Pam for opening their home and hosting and celebrating Fathers Day.



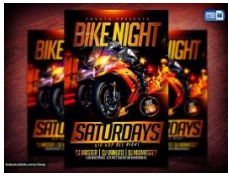


# Ride to O'Mally's June 28, 2020



Assistant RC Sal led the group out to O'Mally's. Our off-island ride had to be rescheduled due to stormy weather. Sal led a group of 19 bikes and 24 riders on a scenic ride to Southold. We enjoyed winding scenic roads on the North Fork with only a few scattered raindrops. We had a brief stop at the Horton Lighthouses for some LI History. As we enter Phase 2 more restaurants are offering outdoor dining which lets us enjoy a delicious meal at the end of the ride.





# Bike Night 2020



Our first bike night of the new year was a success. Due to the pandemic our usual bike night venues have changed. Our VP Steve and Activity Director Lynne opened their home to the club. We were able to social distance outdoors and enjoyed getting together with friends. Steve and Lynne provided light snacks, water and soda while our members brought their own drinks and delicious snacks and desserts. We are looking for members to host a bike night so reach out to Lynne if you would like to host our next bike night! So come and enjoy on four wheels or two. Wear a mask and follow the safety rules!



# JULY SAFETY ARTICLE

BY Dom Mozzone



Had a special request for an article on this topic --- so here it is. In the MSF world, cornering is a "life-saving" skill, since most motorcycle accidents that have no other vehicles involved happen in corners! Remember "slipper." SLPR. SLOW - to a suitable entry speed (i.e. do all of your braking, and down-shifting if necessary, BEFORE the curve). LOOK - thru the turn as far as you can see. PRESS - the handlebar to initiate lean in the direction you want to go. ROLL - on the throttle slightly to stabilize your suspension and maximize traction. SLPR. What is "entry speed?" It is the speed at the beginning of a turn that allows throttle roll-on throughout the turn. Finally, use an OUTSIDE-INSIDE-OUTSIDE path of travel - this helps "flatten" the curve and maximizes your ability to see.  
Ride safe. Safety is No Accident. draw

## Cornering

Cornering can be the most challenging and enjoyable aspect of motorcycle riding. If done correctly you will feel confident, in control of your machine, able to make good progress and get a clear view of the road ahead. If done badly you will have some of the scariest moments of your riding career. Poor cornering ability is responsible for most bike accidents which do not involve other vehicles. Enter a corner too fast, grab the brakes mid corner when you realize you can't make it and you're well on your way to a visit to the ditch and possibly the local Emergency Room. What makes a good corner? Ideally, you should be able to take the line you want, make smooth progress without braking and be able to react to any potential hazards. What makes a bad corner? Braking mid corner, running wide, deviating from your preferred line or braking traction are all symptoms of poor cornering technique.



### Maintaining Traction

Before going into the techniques you can use to improve your cornering ability, it is worth going over the basics of traction (grip). It is essential that you maintain grip throughout your cornering maneuver as it is highly likely that a skid or slide will result in a spill. Any moving object carries momentum, when you change the direction of an object, it's momentum will want to carry it in the direction it was traveling. On your motorcycle the force of the engine and the grip of your tires is the only thing making you turn. Too much momentum against too little grip will result in a slide. The following lists some factors which will affect your grip:

**Surface conditions** - Rain, grease, ice, paint, mud, oil etc., will all reduce tire grip, as will a poor road surface or worn out tires.

**Balance** - Changing the balance of your bike during the corner will cause the force to shift on your tires. Braking will cause the force to move towards the front, accelerating will move it to the rear. Too much of either will result in a slide.

**Angle** - The camber of the road and the amount you lean the bike over will determine the area of the tire you use and ultimately how much grip you will get.

Your tires are only capable of providing a limited amount of grip, you have to decide how you want to use it. If you need too much for braking, you'll have less available for Accelerating and Cornering. If you are running out of cornering grip, braking will increase your chances of losing traction. Also too much braking will compress the forks and make it harder to steer. (Draw here - best thing is to just do all your braking BEFORE the turn, and avoid these complications!)

### Judging the Severity of the Turn

The severity of the turn will ultimately determine your approach speed, but it is not always obvious from the entry point how severe the turn is. Here are some points which will help you decide: Road Signs - Most roads will have some sort of warning sign indicating the severity of the turn look for this and any warnings painted on the road. These will give the most obvious indication of the severity. Vanishing Point - As you approach the bend

(Continued on page 13)



(Continued from page 12)

find the point where, according to your eye, the two sides of the road join 'the vanishing point' If this seems to be getting closer to you, the turn is tightening up, if it is moving away from you, the turn is opening out.

**Other Vehicles** - Are vehicles ahead of you braking hard as they enter the corner? Are vehicles coming the other way moving slowly? If the answer is yes, the corner may be more severe than you think.

You should also understand the vertical factors such as cambers and hills which affect a turn. A banked bend and an incline has the effect of reducing the severity, while adverse camber or decline increases it.

### **The Basic Approach**

Throughout the cornering maneuver you should constantly seek information about the changing situation which may require you to react. At each stage think about the potential hazards that can occur and how you might manage them. Constantly ask yourself 'can I stop safely if I need to?' - Always expect an oncoming car with two wheels in your lane, just around the turn.

As you approach the corner adopt the most appropriate position. When choosing your position, consider in order your safety, stability and information (view) needs, when determining the best position. Resist the temptation to smooth the bend too early as this will impact your view and limit your options.

**Speed** - Aim to settle your entry speed in good time, remember slow in = fast out. This will allow you to gather information as you prepare to round the bend and keep the power on around the bend, which will improve your stability. Use the vanishing point to check that your speed remains appropriate, if it moves within your safe stopping distance, you'll need to slow down, if it moves away you may speed up.

**Gear** - Selecting the appropriate gear will have a huge impact on your control as you take the bend. Choose an appropriate gear that will allow you to adapt. If the bend tightens, you'll need to slow down. If you have selected a low gear you'll be able to engine brake to wash off speed. This will affect the stability of your bike much less than applying the brakes.

**Accelerate** - As you reach the end of the corner (vanishing point moves away) and providing it is safe, smoothly roll the power back on as you bring your bike upright continue to accelerate until you reach the desired speed or other conditions apply. As soon as the bend hazards have past, start searching for the next hazard, resist the temptation to power out of the bend, as there may be a speed limit change or another bend ahead.

### **Key Tips**

Keep the power on slightly as you round the turn, to counter the effect of the turn and maintain your bike's stability. Keep your head up and physically look where you want to go, this will help you put the bike where you want it to be and the position will feel more natural. If you stare at the edge of the road, that's where you'll end up.

Avoid using the brakes when cornering. If you need to slow down use engine braking, if that is not enough then apply brakes with caution, you do not want to exceed the traction limit.

Keep your arms loose and your weight off the bars, as this will increase your control. If you press down slightly on the pegs you'll find the steering becomes a lot lighter and the bike will be more responsive.



For a complete list of Charter Events and the latest information, visit [www.LIHarleyRiders.com](http://www.LIHarleyRiders.com) for details.

# July 2020

July Birthday's

- Kristen Roemer 7/12
- Chris Armata 7/14
- George Latchford 7/16
- Gary Stone 7/16
- Rod Luccione 7/23
- Kathleen Amodeo 7/25
- Helen Dubinsky 7/28
- Patricia Ramage 7/30

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4  Independence day
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

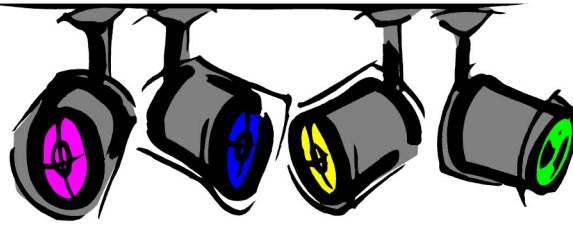


Upcoming Events  
 Until further notice all club events are cancelled. Keep looking for updates via emails or facebook.

*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

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## Upcoming Rides

Our weekly weekend rides are back on, look for the emails for details!!!!

7/5 /20 Probie Jeff ride to Great Barrington Brewery -KSU Gemini Deli 8am

7/12/20 RC Gary ride to Cookhouse Restaurant New Milford, Ct. —KSU Gemini Deli 8am

7/19/20 Local Ride led by Nadine Hartmann

Please remember to pack your lunch, full tank of gas, EZ Pass and an empty bladder!



Remember to check the Hotline at (631)406-4170 1 1/2 hrs before KSU to hear updates and cancellations



## UPCOMING EVENTS

New England Ride 7/11/20-7/18/20 Led by Dom Mozzone. Please note there has been changes to Lodging so reach out to Dom or check the email!

Bar Harbor ME ride 9/17/20 -9/20/20 led by Gary Kinkel

### How About a Big Cheer for Our Road Captains?

Head Road Captain: Mario Ruffolo, Asst. Head Road Captain: Sal Fino  
Steve Ficalora, Fred (Grumpy) Hartmann, Nadine Hartmann, Gary Kinkel,  
Chris Kuster, Dom Mozzone, Ralph Norton, Ed Reiff, Bill Vultaggio



## 2020 Membership Renewal Drive

**Renewal Applications  
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or send an email to John at Member-  
ship@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](mailto: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  
TBD**

**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



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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.