



L.I. Harley Riders, Inc.

Huntington Station, NY • AMA Charter #3156 • Founded February 2012 • A Non-Profit Organization



Volume 2 Issue 4

May 2013

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President@LIHarleyRiders.com

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Dave 'Muzzy' Marzola

VicePresident@LIHarleyRiders.com

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George Foundotos

Treasurer@LIHarleyRiders.com

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Pat Grant

Secretary@LIHarleyRiders.com

ACTIVITIES OFFICER

Stephan & Kathy Efthimiadis

Activities@LIHarleyRiders.com

EDITOR

Joe Giacalone & Annette Greco

Editor@LIHarleyRiders.com

HEAD ROAD CAPTAIN

Ken Grant

HeadRoadCaptain@LIHarleyRiders.com

ASSISTANT HEAD ROAD CAPTAIN

Mario Ruffolo

AssistantRoadCaptain@LIHarleyRiders.com

HISTORIAN

Lou Vaccarelli

Historian@LIHarleyRiders.com

LADIES OF HARLEY

Annette Greco

LadiesOfHarley@LIHarleyRiders.com

MEMBERSHIP

Chris Vultaggio

Membership@LIHarleyRiders.com

PHOTOGRAPHER

Pat Donohue

PhotographerPat@LIHarleyRiders.com

PUBLIC RELATIONS

Dominick Mazza

SAFETY OFFICER

Dom Mozzone

Safety@LIHarleyRiders.com

WEBMASTER

Rod Morgenweck

Webmaster@LIHarleyRiders.com

President's Point of View, by Grumpy

Greetings Harley Riders!

Last month, we delivered over 2,200 books donated by our club members and surrounding libraries to The Sagamore Children's Psychiatric Center. The books were much appreciated by the staff and children. The box truck, supplied by member Joe Greco (Annette's dad) and driven by Joe Giacalone, had a motorcycle escort that made a trip around the building and, to our pleasant surprise, the children were out in the courtyard cheering us on and holding a big 'Thank You' sign. We were then invited in for beverages and cookies. A few children wrote some essays and read them aloud. Then we were presented with a plaque for all the support our club has given to Sagamore in the past and they look forward to our continued support. Thanks to Dom Mazza for coordinating the book drive, Joe for driving the truck, Annette, Kathy and the boys for loading all the books.

Assuming that you checked or had your motorcycle checked out, you are ready for the open road. Keep an eye on our weekly emails and Web page for all the upcoming rides that are planned for both on and off the Island. Please make sure you have an E Z Pass - it makes going through the toll booths easier (<https://www.e-zpassny.com/en/home/index.shtml>).

We have had a great turnout on the rides that we were able to do so far this year. Now that the weather permits, we will start going off-Island to explore some of the beautiful roads and scenery surrounding us. This is all planned by our great Road Captain crew ... and I thank them.

We have plans for another house party in July, a BBQ at the VFW Hall in August and all the overnight trips that are setup. So check them out and book a room!

At each monthly meeting, we receive a few copies of Thunder Press, Full Throttle and New York Rider magazines thanks to Dom Mazza, our Public Relations Officer (who would like me to mention that NY Rider is available online at www.nyridermag.com for a \$20 fee).

Ride long and prosper.



Sagamore Book Escort



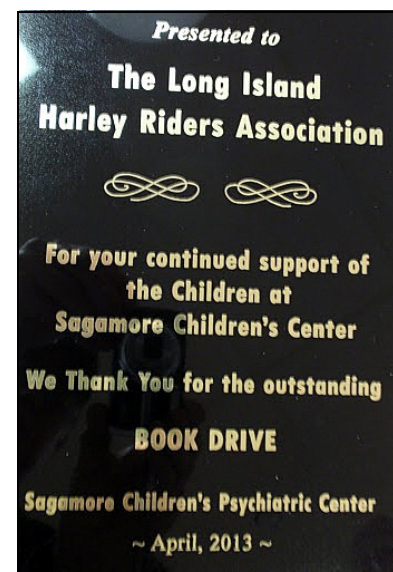
On Saturday, April 6, 2013, 12 members gathered at the VFW to escort a truck (courtesy of our Beacon Editors, Joe and Annette) with 60 boxes that contained over 2,200 books and over 300 magazines/comics to the Sagamore Children's Psychiatric Center in Dix Hills. In addition, Joe, Annette and one of our Activities Officers, Kathy, along with their boys had met at my house earlier to load the truck. Our group has been collecting books since February 2013 for children between 11 and 17 yrs of age. The Sagamore Children's Psychiatric Center is part of the New York State Mental Health Department and the facility has been treating chronically mentally ill children since 1969. The ride was led by some of our Road Captains ... Fred, Mario and Dave, with the remainder of the group following behind the escorted truck. When we arrived at Sagamore, we were greeted by Director Tom McOlvin and over 50 yelling and waving children from the facility ... Some holding up signs that spelled out "THANK YOU".





After unloading all the books, we were received at a reception in the library where four of the children personally thanked us for the books. One girl said, "Every time you think of me reading, I will be holding one the books you brought." Sagamore Director, Tom McOlvin, thanked the L.I. Harley Riders for their continued support of the children and the center for over 10 years. He then presented our President, Fred Hartmann, with a plaque from Sagamore, which thanked the group for their continued support and the book drive. The plaque will be on display at the upcoming meeting. We were then treated to some light refreshments and some hot, fresh coffee. It was a bit nippy out on that particular Saturday. After the visit, a group of us retired to the Dix Hills Diner for lunch. We were told that the diner was going to send a portion of our check to the "Friends of Sagamore" fund.

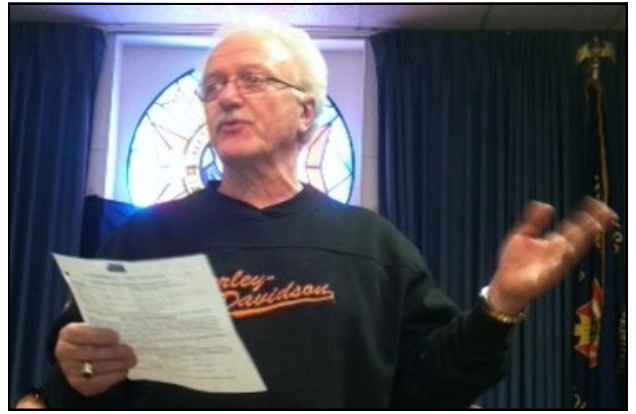
On a personal note, I want to thank everyone who made this our second book drive the most successful yet. Also, thank you to the following Libraries for their contributions: Bellmore Memorial, North Bellmore, Copiague, Merrick, Half Hollow Hills and Amityville. - Dom Mazza



Riding in Heavy Traffic

By Dom Mozzone, Safety Officer

We've all been stuck in heavy traffic, in particular during hot weather when tempers are short and people are preoccupied with cell phones, screaming kids, texting (God forbid), as well as zoning out and not paying attention. Imagine the vehicles surrounding you, crowding you, cutting you off. Imagine yourself monitoring closing speeds, reading street signs, noticing and anticipating traffic lights. Then imagine guessing what pedestrians will do, or how slippery that painted line might be and all those drivers with cell phones, newspapers or screaming kids to deal with. Imagine trying to guess what they're going to do. To prepare yourself, there are 14 smart strategies for dealing with traffic-choked streets that we all need to do instinctively. They are as follows:



Watch drivers' heads and mirrors

Watching the head movements of drivers through their windows and mirrors is an excellent way to anticipate sudden moves. Most drivers won't lunge left or right without first moving their heads one way or another (even if they don't check their mirrors). Above all, stay out of their blind spots!

Trust your mirrors, but not totally

Your bike's mirrors can be lifesavers, but they don't always tell the entire story even if they're adjusted properly. In traffic, always buttress your mirror-generated rear view with a glance over the appropriate shoulder. Do it quickly and you'll add an extra measure of rear-view and blind-spot avoidance.

Never get between a vehicle and an off ramp

This one is a no brainer, but drivers who decide to exit at the last minute kill plenty of riders each year. The simple rule, then, is to never position yourself between a vehicle and an off ramp. Passing on the right is generally a no-no; but, at times is necessary. So if you do it, do so between exits or cross-streets.

Cover your brakes

In traffic, you must often react extra quickly, which means not fumbling for the brake lever or pedal. To minimize reach time, always keep a finger or two on the brake lever and your right toe close to the rear brake pedal. Always do this when crossing an intersection ... and when that cell phone-yakking idiot cuts across your path trying to get to an exit, you'll be ready.



Job One: Be noticed

Make sure drivers and pedestrians can see you, even from a distance. Ride with your high beam on during the day (turn it off when sitting behind someone at a light) and wear brightly colored gear, especially your helmet and jacket.

Be ready with the power

In traffic, ride in a gear lower than you normally would so your bike is ready to jump forward instantly if asked. Doing so gives you the option of leaping ahead instead of being limited to just using the brakes when that pickup suddenly moves over. The higher rev sound may also alert more people to your presence.

Traffic slowing? Stay left (or right)

When traffic slows suddenly, stay to the left or right of the car in front of you. This will give you an escape route if needed. It will also help keep you from becoming a hood ornament if the car behind you fails to stop in time. Once you've stopped short, be ready ... clutch in, your bike in gear and your eyes on the mirrors. You never know if you may need to pull over to prevent getting hit.

Practice the scan

Constantly scanning your entire environment while riding ... from instruments to mirrors to the road ahead to blind spots to your left and right rear ... keeps you aware and in touch with your situation and, therefore, better able to react. Scanning as a matter of practice will prevent the dreaded 'zone-out' and surprises.



The Infamous Left-turn

When approaching an oncoming car that's stopped and about to turn left, be ready! When approaching an oncoming car that's stopped and about to turn left, be ready! Your brights should be on so the driver can see you (during the day), but don't rely on this to save you. Watch the car's wheels or the driver's hands on the steering wheel. If you see movement, be ready to brake, swerve or accelerate ... whichever seems best for the situation.

Study the surface

Add road conditions to your scan. Be on the lookout for spilled oil, antifreeze or fuel. It'll usually show up as shiny pavement. Also, keep an eye out for gravel and/

or sand, which is usually more difficult to see. Always try to avoid those impediments ... but if you can't, and the situation arises, don't panic and above all, don't over-steer or hard-brake as bad stuff can happen.

Ride in open zones

Use your bike's power and maneuverability to ride in open zones in traffic. In any grouping of vehicles, there are always some gaps. Find these and ride in them. Doing so will separate you from four-wheelers, give you additional room to maneuver and allow you to keep away from dangerous blind spots. And vary your speed. Riding along with the flow can make you invisible to other drivers, especially in heavy traffic.

Use your thumb

Get into the habit of canceling your turn signals often regardless of the traffic situation. A blinking signal might tell drivers waiting to pull into the road or turning left in front of you that you're about to turn when you aren't. So if you need to push it a few times each minute then so be it. Better to keep other drivers from anticipating false moves.

Anticipate a way out

Don't just brake hard in a sudden situation. There's almost always an escape route. So you should always be anticipating what's going on around you and what would you do 'if ...'. Swerving into someone's front yard could be a lot better than center punching the Buick that turned left in front of you. Always have an escape route planned and update it minute by minute.

Running interference

This one's easy and I'll bet most of you already do it. Let larger vehicles run interference for you when negotiating intersections. If the idiot coming toward you from the left or right is going to blow the light, better they hit the box truck next to you, right? For the same reasons, don't lunge through an intersection as soon as the light turns green. Be patient and use the vehicles next to you as cover.

These items outlined are sensible and will become instinctive once fully understood. Above all, it will help us avoid the unthinkable from happening as we enjoy our passion ... riding. Read these 14 points often, practice them always and have a blast riding safely in all conditions.

SOME OF THE MEMBERS GATHERED AT



Welcome to

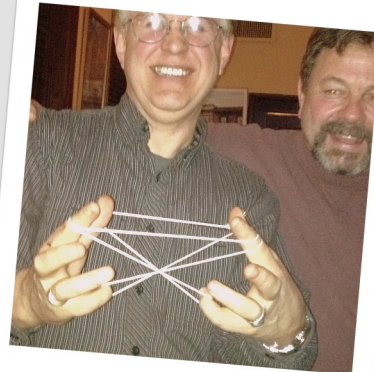
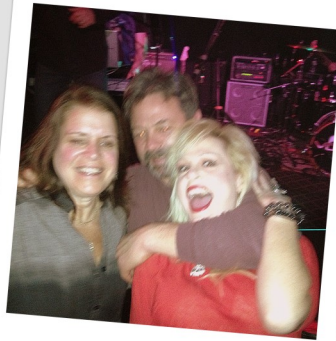
The Nutty Irishman

BAY SHORE

Sláinte!



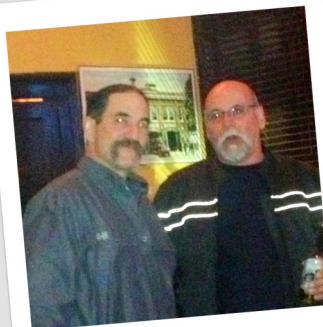
She only had ONE!



The only man I know that can beat a woman at Finger Strings. This is an actual finger string move called "the manger". (I had to look that one up!)



The Journey tribute band VOYAGE was awesome!



BOB Corso's Pastrami King ride



I'm tellin' ya Bob, it ain't
Kosher to have pastrami
without mustard!



What is that stench?



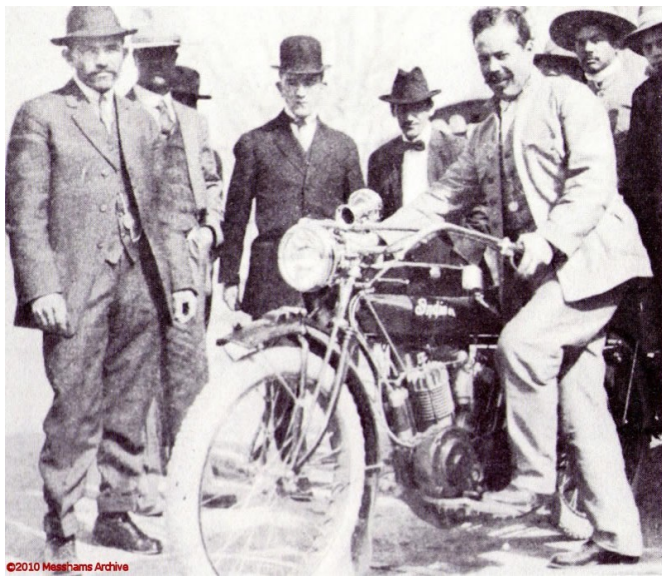
The History of the Motorcycle

By Lou Vaccarelli, Historian

Last month, we promised you a history of the motorcycle during WW I. They say (whoever they are) a picture is worth a thousand words and since I am limited to 500, I thought I would fill in with a few extra pictures to help tell the story.

When World War I started in 1914, the automobile did not rule the road. Motorcycles filled in the gaps as dependable, reliable vehicles serving as an early replacement for the horse. In the war, this utility vehicle was put to good use. American and European armies used motorcycles extensively to gather reconnaissance, deliver messages and, in some cases, engage in combat.

Before the war and as early as 1913, the Army enlisted its first two-wheeled cycle. In 1916, the Harley-Davidson Motorcycle became the vehicle of choice for General John J. Pershing's pursuit of Pancho Villa. By 1917, roughly one-third of all Harley-Davidson motorcycles produced were sold to the U.S. military. So, as you can imagine, motorcycles played an enduring role in American Military Operations.



Pancho Villa and his Indian Motorcycle

Meanwhile, European armies had begun using fast and agile motorcycles as reconnaissance and messenger vehicles, and even as ambulances. Many motorcycles used during World War I were equipped with special sidecars with mounted machine guns. By the time America entered the war, the motorcycle was already used widely in combat, communications and transportation. An estimated 20,000 motorcycles were used during the war. In fact, the first American to enter Germany after the cease-fire was reported to be motorcycle dispatch rider, CPL Roy Holtz.

Besides a major world war happening between 1910 and 1920, another revolution was evolving, the love between Women and Motorcycles.

As mentioned in previous articles, the motorcycle didn't just happen upon this world. It evolved from the early bicycle. Women loved bicycles for the mobility and freedom they allowed. In fact, Susan B. Anthony said, "The bicycle has done more for the emancipation of women than anything else in the world."



WW I British Army Motorcycle Triumph Type A

(Continued on page 9)

(Continued from page 8)

Women enjoyed the motorcycles as much as they had enjoyed bikes. After all, they were economical and fun. Early riders were seen as adventuresome, not as rebellious revolutionaries.

Later in 1915, Indian motorcycles offered front and rear shocks. Now the ride was designed with comfort in mind, so long-distance travel became a real option. That year, a mother-daughter team, Avis and Effie Hotchkiss, rode from New York to San Francisco. Taking the scenic route, they meandered about, covering 5,000 miles.

The next year, two society women in their 20s, sisters, Adeline and Augusta Van Buren, bought a pair of Indian Powerplus Bikes. They were the first people ever to climb up and down Pike's Peak. They, too, completed a transcontinental ride. During their 2-month trip, taking a more direct route, covering 3,300 miles, they had to contend, not only with many unpaved roads, but with the old school social rules of the time. They were arrested for one of their infractions – wearing trousers in public!



WWI 1916 Harley Davidson



WWI US Cavalry on an Indian with medic side car

Any old family photos, motorcycle related? Scan and send to Historian@LIHarleyRiders.com.



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TOOK 45 OF US
DOWN TO THE
BEACHES
AND
ENDED
AT ...





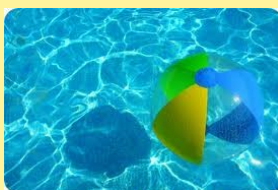
For a complete list of Charter Events and the latest information, visit www.LIHarleyRiders.com for details.

May 2013

May Birthdays

Chris Beatty 1
 Marianne Lowry 2
 Lynette Radlauer 8
 Ed Reiff 8
 Ken Pastor 10
 John Deasy 14
 George Jenkinson 15
 Joe Sabia 22
 Sandy Palpoli 25
 Peggy Brunette 31

Mark your calendars for our Summer House Party at Lou's
 Sunday, July 7th



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 Bike Night	2	3 	4 Casino Overnighter
5 Casino Overnighter/ Brkfst Ride/ Jacob's Light Poker Run	6	7	8 Bike Night	9	10	11 Mother's Day Ride
12 	13	14	15 Bike Night	16	17	18
19 Monthly Meeting & Ride	20	21	22 Bike Night	23	24	25 Rolling Thunder
26 Rolling Thunder	27  Memorial Day Rolling Thunder	28	29 Bike Night	30	31	

Plan for one or more of our 2013 overnights!

June 12-15: Laconia 90th Rally —
 July 24-28: Mountain Fest in WV — August 25-September 2: Milwaukee "H-D 110th" Rally —
 October 18-20: Fall Foliage Trip TBD

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.

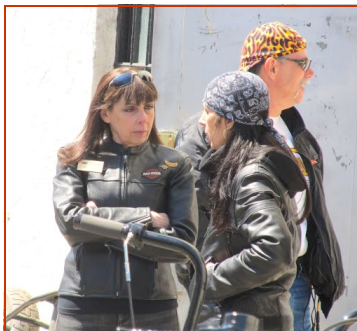
Check your email, our website or FaceBook for last minute changes. Full tank of gas and empty bladder required for all Rides.



Joe Bonura led about 40 members on a great local ride to Copper Mike's Motorcycles in Lindenhurst. Afterward, it was off to Duffy's Wing House



to



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and Rich

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John, Steve & Mike





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mussels at
Changing Times
in Farmingdale



Flo's hair never
looks this bad





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

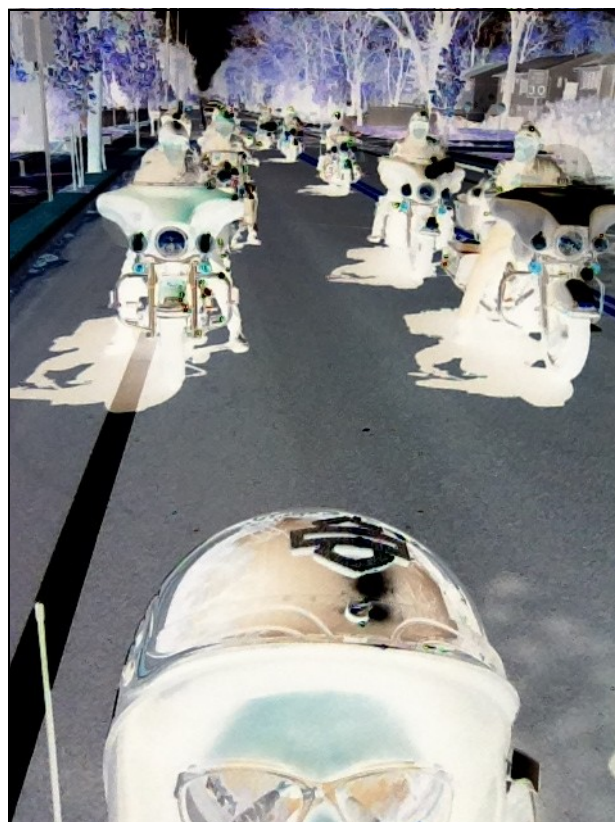
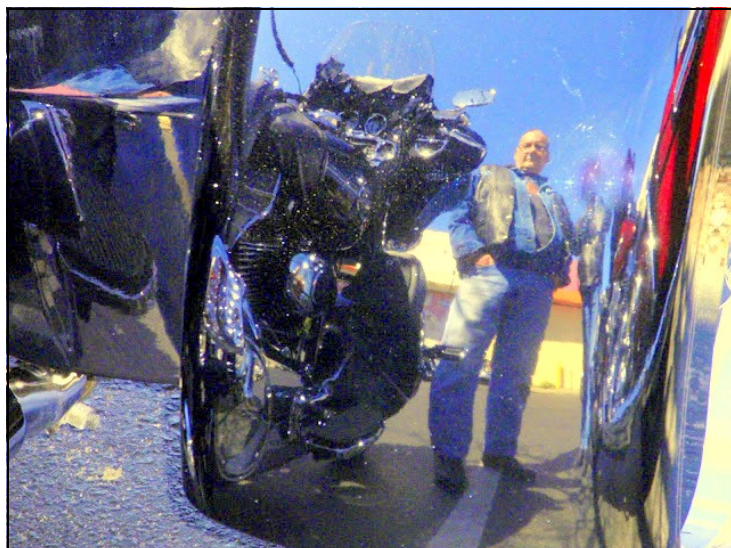
How About a Big Cheer for Our Road Captains?

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



COOL PICS



2013 Membership Applications ... Get a friend involved!

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will be 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
May 19, 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



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Before leaving for a ride, be sure to check your email or our Charter Website at
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Milwaukee 2013—H-D's 110th Anniversary Event

Thinking about a trip to Milwaukee next year to celebrate H-D's 110th Anniversary? We are!

Let us know if you're interested as we **ONLY HAVE A FEW HOTEL ROOMS LEFT!**

(~8-9 days, arriving back home on Labor Day 2013)

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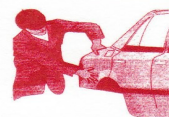
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