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The Dry Heat Tales from the Desert

March 2024

President's Message

Happy Spring everyone. As we move into the riding season, in some areas, it is time for us to ensure that our bikes and ourselves are ready to get out on the road and get some of that wind therapy.

As you start to prepare you should go through a full inspection of your motorcycle's systems to ensure a safe ride and season ahead. You'll feel much better knowing you followed the [Motorcycle Safety Foundation's](#) (MSF) comprehensive protocol for combing through your bike from tip to tail. Dubbed T-CLOCS, the procedure covers your bike's Tires, Controls, Lights, Oil, Chassis, Stands, and more. Now that we have checked out our bikes, we need to ensure that our safety equipment is in good condition and safe for riding. Our helmets, if we wear them, need to be in good condition. Ensure there is no damage to the outside or the inside. Check those straps to ensure your helmet will stay on your head, where they do the best. Now our bike and equipment are inspected in good working condition. It is time to think about our bodies. Your wrist has likely accumulated some lead during winter, but that's exactly why you should take it slow for your first few rides. Spring is one of the most dangerous times to be on a motorcycle: the roads are sandy and salty, motorists aren't used to sharing them with bikes, and deer are skirting the shoulders looking



for headlights to stare into. Adding an overzealous attitude to the mix is a great recipe for cutting your riding season short, or worse. Now we are ready to ride. Be safe and keep the rubber side down my Brothers and Sisters.

Bling

Vice President's Message



Greetings Brothers and Sisters,

When I left off in July's newsletter, I was about to ride to Colorado to meet some buddies from Iowa. I left Palmdale on July 25, stayed overnight at the Virgin River Hotel & Casino in Mesquite, Nevada that night, and arrived in Salida, Colorado the following evening. I was staying at a friend's who owned a small acreage in the shadow of some of Colorado's tallest mountains. My friend Patrick rode his Softail out of Des Moines and met us that evening.

Most of the week Patrick and I spent riding around the state. The highlight of our riding was the Mt. Evans Scenic Byway which winds its way from Idaho Springs to the peak of Mt. Evans at an elevation of 14,130 ft making it the highest paved road in North America. We didn't spend much time on the summit due to thunderstorms rolling in. I really preferred not to get fried by lightning on the top of a barren mountain.



On the way back to Salida we ran into one of many thunderstorms while on I-70. Patrick wisely decided to pull over and we took shelter from the rain under an overpass. Already under the overpass was another biker on a BMW GS. Within another 10 minutes, a group of guys on Harley's from Canada sought refuge as well so we all made the best of being stranded for a while.

When Patrick and I weren't on the bike, we were out with our friend Ferg on his Razr ATV. His property butts up against a number of ATV trails, so we spent a few afternoons drinking beer while Ferg navigated the rocky backcountry.



After returning from Colorado, it was time to immediately head to Ukraine for some humanitarian work. My wife, Tink, works with a small non-profit charity which works to support orphanages in Ukraine. We were going to help a few of these orphanages for a week. We flew into Warsaw, Poland, and met the rest of our team before boarding a bus headed to Kiev. The first thing I noticed on the bus was the lack of men. It was almost exclusively young women and children, the men of fighting age being unable to leave the country.

On arriving in Kiev, I observed the city itself did not appear to be at war. Sure, there were signs of the war – memorials, soldiers, captured Russian equipment on display – but the city itself reminded me of any other bustling European city. As I walked from the bus station to the hotel the air raid sirens sounded. The locals were used to this and paid it no attention so neither did I. A few minutes later I heard three tremendous explosions overhead. Turning to look in their direction I see three vapor trails and the smoke from three explosions. I later learned that Kiev's air defense system had intercepted a number of hypersonic Kinzal missiles on their way to a Ukrainian airbase in the west of the country. Air raid sirens sounded nightly for the remainder of my time in Ukraine.

Over the course of the week, we went to a number of orphanages in Kiev, Vinnytsia, and Lviv. Tink spent her time providing her medical knowledge to the children and staff and delivering medical donations she had acquired. I was her unskilled assistant. These orphanages were largely for disabled children who were unable to evacuate early in the war.



Besides the nightly air raid sirens and a horrendous 25-hour bus ride back to Warsaw, the rest of the trip was uneventful. I couldn't help but notice, Ukrainian women were stunningly beautiful.

After Tink and I returned from Ukraine we decided a weekend camping was in store. I rented an airplane from the local flight school, and we took a quick flight from Palmdale up to Kernville, California for a quick overnight camping trip. Kernville Airport sits right next to the Kern River and has a small campground onsite. They even have a car you can rent for \$40 a day. We set up camp, grabbed breakfast, and took a scenic drive into the southern Sierra Nevada mountains.

The next morning, we were on our way early to avoid the worst of the mountain winds which can build in the area. We had to cross the Tehachapi mountains which were shrouded in clouds. I did a few ascending turns over Lake Isabella, just south of Kernville, to get to an altitude sufficient to keep us well clear of the clouds. As we crossed from the southern Sierra's into the Mojave Desert, the clouds abruptly ended.

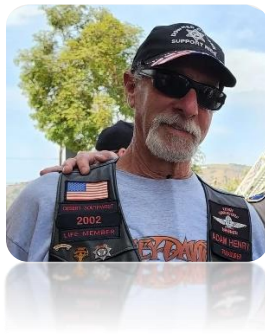


It's been another hell of a year starting the riding season off with National's in Boise (shout-out to the Boise chapter for an excellent job), some motorcycle camping with my home chapter, and numerous other adventures. 2024 has some big shoes to fill.

To all my Brothers and Sisters, I look forward to seeing everyone in the new year.

All The Best,

Aero



2024 Motorcycle Safety Awareness Month

TALKING POINTS/FACT SHEET

May is Motorcycle Safety Awareness Month, and the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) is urging vehicle drivers and motorists to remember that *Motorcyclist Safety Is Everyone's Safety*. Ultimately, safe driving and riding practices and cooperation from all road users will help reduce the number of fatalities and injuries on our nation's highways.

Know the Facts

- In 2020, there were 5,579 motorcyclists killed in traffic crashes, an 11% increase from 2019 (5,044). In contrast, an estimated 82,528 motorcyclists were injured, a 2% decrease from 83,814 motorcyclists injured in 2019. Motorcyclist deaths accounted for 14% of the total highway fatalities in 2020.
- Research shows that motorcyclists are significantly overrepresented in traffic crashes and fatalities each year. In fact, in 2020, per vehicle mile traveled, motorcyclists were about 28 times more likely than passenger vehicle occupants to die in a motor vehicle crash and were 4 times more likely to be injured.
- Motorcyclists 55 and older accounted for 27% of motorcyclists killed in 2020. Over the 10-year period from 2011 to 2020, motorcyclist fatalities among the 55-and-older age group increased by 37%, from 1,087 to 1,486. In 2011, the average age of motorcycle riders killed in traffic crashes was 42, whereas in 2020, the average age was 43.
- In 2011 and 2020, roughly half the motorcyclists were killed in traffic crashes during the weekend versus the weekday. Additionally, motorcyclist fatalities on weekdays increased by 15% from 2,402 in 2011 to 2,765 in 2020.

Tips for Motorcyclists

- Observe all traffic laws and always obey the speed limit.
- Wear personal protective gear and a DOT-compliant helmet with a "FMVSS No. 218 Certified" label. NHTSA estimates that helmets saved the lives of 1,872 motorcyclists in 2017. An additional 749 lives could have been saved if all motorcyclists had worn their helmets. Learn how to identify a safe, DOT-compliant helmet at www.nhtsa.gov/motorcycle-safety/choose-right-motorcycle-helmet.
- Never ride while impaired or distracted – it is not worth the risk of killing or injuring yourself or someone else. A DUI costs \$10,000 on average, and can lead to jail time, loss of your operator's license, and higher insurance rates.
- Always complete rider education courses and ride with a current motorcycle license. In 2020, 36% of motorcycle riders involved in fatal crashes were riding without valid motorcycle licenses.
- Obey the speed limit. Thirty-four percent of all motorcycle riders involved in fatal crashes in 2020 were speeding, compared to 22% for passenger car drivers, 16% for light-truck drivers, and 7% for

large-truck drivers. Motorcycle riders 25 to 29 years old involved in fatal crashes had the highest speeding involvement at 45%.

- Drive and ride defensively.

Tips for Motorists

- Yield to motorcyclists, especially while turning at intersections.
- When driving, avoid distractions that place motorcyclists and other road users at risk.
- Remember, motorcycles are smaller than most vehicles and difficult to see. Their size can also cause other drivers to misjudge their speed and distance.
- Though a motorcycle is a small vehicle, its operator still has the same rights of the road as any other motorist. Allow the motorcycle the full width of a lane at all times.
- Always use a turn signal when changing lanes or merging with traffic.
- If you see a motorcycle with a signal on, remember: motorcycle signals are often non-canceling, and the motorcyclist could have forgotten to turn it off. Proceed with caution to allow the motorcyclist the opportunity to complete the maneuver.
- Check all mirrors and blind spots for motorcycles before changing lanes or merging with traffic.
- Allow more follow distance – beyond three to four seconds – when behind a motorcycle. This gives them more time to maneuver or stop in an emergency.
- Drive alcohol- and drug-free.
- Drive defensively.
- Obey the speed limit.

Facts About Helmet Use

- The use of DOT-compliant motorcycle helmets was 64.9% in 2021, down from 69% in 2020.
- Helmet use continued to be significantly higher in states that require all motorcyclists to be helmeted than in other states that do not.
- DOT-compliant helmet use among motorcyclists on expressways continued to decrease in 2021 at 69.5%, down from 72.9% in 2020 and 73.7% in 2019.
- DOT-compliant helmet use among motorcyclists traveling in fast traffic also continued to decrease in 2021 at 67.5%, down from 70.3% in 2020 and 72.8% in 2019.
- DOT-compliant helmet use among motorcyclists traveling in heavy traffic decreased significantly to 67.1% in 2021, down from 77.0% in 2020, an almost 10% change.
- Helmet use among riders with passengers continued a sharp decrease at 52.1% in 2021, down from 65% in 2020 and 79.7% in 2019. In contrast, helmet use among passengers of riders wearing DOT-compliant helmets increased significantly from 84.5% in 2020 to 92.1% in 2021.

FMVSS No. 218 and Helmet Compliance

- DOT requires that all motorcycle helmets sold in the United States meet Federal Motor Vehicle Safety Standard No. 218, which outlines basic helmet safety requirements.
- Many states have laws requiring FMVSS No. 218 DOT-compliant helmets.
- In states requiring all riders to use helmets, 86.1% of helmets used were DOT Compliant in 2021, while 9.8% were not. In states not requiring helmet use, 53.4% of helmets used were DOT compliant, while 3.5% were not.
- How to spot an unsafe helmet: Check for weight, helmet liner thickness, sturdy chinstraps, as well as the DOT certification label to assess if the helmet meets the federal safety standard. Familiarize yourself with brand names and helmet designs that comply with DOT requirements. For example, a full-face design is a good indicator of a safe helmet. For more information on FMVSS No. 218 and novelty helmets, visit <https://www.nhtsa.gov/motorcycle-safety/choose-right-motorcycle-helmet>.

Facts About Motorcycles and Alcohol Use

- Motorcycle riders involved (killed or survived) in fatal crashes in 2020 had higher percentages of alcohol impairment than any other type of motor vehicle driver (27% for motorcycle riders, 23% for passenger car drivers, 19% for light-truck drivers, and 3% for drivers of large trucks).

- The highest percentages of alcohol-impaired motorcycle rider fatalities in 2020 were in the 45-to-49 age group (35%) followed by the 35-to-39 age group (33%), 50-to-54 age group (32%), and 30-to-34 age group (31%), when compared to other age groups. Forty-one percent of the 2,158 motorcycle riders who died in single-vehicle crashes in 2020 were alcohol-impaired. Forty-five percent of those killed in single-vehicle crashes on weekends were alcohol-impaired.
- Motorcycle riders killed in traffic crashes at night were almost three times more frequently found to be alcohol-impaired than those killed during the day (40% and 14%, respectively).

For more information, visit www.trafficsafetymarketing.gov. For additional statistics, visit <https://cdan.nhtsa.gov/> and search “motorcycle” under Crash Data Publications.

Adam Henry

Crue'd Pigs Corner

Happy New Year my Brothers and Sisters, As we come into spring my Brothers have covered all the safety tips for spring riding. So I'll just give an update on what's going on in my life. I have moved from two to three wheels due to an accident that occurred several years ago. I found out that I got in my head while riding two wheels. I love to ride and didn't want to give it up, so I switched. I love getting my wind therapy on my new Tri-Glide. I look forward to seeing everyone that comes to regionals in Scottsdale, AZ. Anyone wanting to come to Las Vegas for some fun, look me up. I have relocated to Sin City and love going to shows and out to dinner. Hope you all had a great holiday season and that you are having a great New Year.



Evil T

Please visit our website for more information about the swag we have available.

[Iron Warriors Desert Southwest Chapter - Iron Warriors, Arizona](#)