

Fellow Riders,

Well as of Memorial Day, summer is upon us and that means hot weather! While most of us are fair weather riders, and we prefer warmer temps, too much heat is not good either especially if you do not prepare your body and your bike for it. Here are some tips and best practices I have found over the years.

* STAY HYDRATED! If you are riding, usually one of the first things we do prior to leaving is to check the weather. If you notice that there are high temps for your trip, it’s a great idea to start to hydrate. Water is usually your best bet. Most of us love DR. PEPPER and maybe even GATORADE or POWERADE but there is no substitute for good old fashion cold water. I usually consume at least ½ gallon at a minimum the day prior to my day of riding in the sun.
* Wear sunscreen! Sunburn is painful. Most riders think that a short sleeve shirt will be the best way to keep cool on a hot day. The exact opposite is true. Long sleeve or even a mesh riding jacket with cold weather inserts removed is usually the best bet. Jeans and boots/ safe footwear are not up for debate, they are a must. Sunscreen on the face, nose and the back of the neck should be applied, and on any area that is exposed to the direct sunlight. I usually keep a can in my saddlebags. Check the expiration date on your sunscreen as it loses its protection qualities when it gets old.
* Check your tire pressures. Heat is a tires worst enemy. An underinflated tire will run hotter than it should and will run the risk of blowout. Proper inflation on hot days is a must. (I have a service rig I use for my primary job. If anyone wants, I am willing to come to your home and check your pressures with my rig if we need to. Just ask. )
* Pay attention to the riders around you in your group. Looking and paying attention for signs of heat exhaustion. Here are the signs to look for:

**Symptoms of Heat Exhaustion**

* Confusion.
* Dark-colored urine (a sign of dehydration) you will have to judge for yourself!!
* Dizziness.
* Fainting.
* Fatigue.
* Headache.
* Muscle or abdominal cramps.
* Nausea, vomiting, or diarrhea.
* NO SWEAT on your body.

If your riding partner complains of any of the above symptoms sit them down and start the hydration process. This goes for pinion riders too. If necessary, seek medical attention which usually comes in the form of intravenous hydration.

You may find yourself “zoning out” or feeling tired in your helmet. If this happens, it’s time to stop. Wave the group over and let’s get you alert again. At meal stops, don’t overeat. This is a great way to get tired in the heat.

1% MC is on the rise in our area!

Recently, I was alone on a riding trip and was wearing my colors. At a fuel stop, I was approached by several Cossack MC Members while I was gassing up. They wanted to ask me why was it ok for our LE MC to wear rocker patches and not be called a Gang. I politely explained that the main difference was the 1% or the 13 patch they wear, indicating that they are or have been engaged in criminal activities. He accepted that answer and shook my hand and they all left. After I caught my breath, it dawned on me that **I was alone and outnumbered very quickly** and it had to do with my colors. I am proud to wear them and I will stand for BK35 and what we represent but getting into a possible violent confrontation, alone, over BK vest colors, occurred to me as something I could have avoided.

Please be aware that I do not condone or agree with any of the 1% MC rules or etiquette but I think that it is wise for all of us to be aware of how they think and what they expect so we do not accidentally offend, or cause issues especially when riding 1 up (alone). LE officers do not have a duty to retreat but if we can avoid confrontation while off duty, why not.

They are identified by a 1% patch or a 13 patch on the breast of the vest or “CUT” as it is called in their MC. “13” - Patch worn by a biker, usually a 1%er.It may stand for the letter “M” (13th letter of alphabet), and indicate the wearer smokes pot, or uses “crank” (methamphetamine). Can also mean “The Mother Club“, or original chapter of a motorcycle club. Another meaning may be a patch given for time served. But it definitely signals and indicate the wearer is engaging in criminal activities. I have inserted pictures on the bottom of this letter.

Simple things like passing / overtaking their group on the open highway without the proper signals and permissions can cause a confrontation. Be aware of other groups and other riders as they ride by a different set of rules than we do. Do not try to penetrate their ranks or cross in between them as they ride in very tight formations and usually at high rates of speed.

Be wary of any MC club members that display the lower rocker NOMAD. This individual is most likely an MC enforcer and they are usually tasked with doing that MC’s dirty work. The nomad rocker means they are not attached to one particular chapter of their club. They are roamers, and since they are essentially homeless, they get tasked to do criminal activity as it is not an issue for them to leave town or disappear.



President Johnny Rodriguez and I agree and strongly suggest that BK35 members refrain from wearing colors when alone. THIS IS A SUGGESTION so please do not think that we are enacting policy, or catering to criminals. We just figured that any action we can take to avoid confrontations would be best. When we are grouped up or at least 2 up, sport those colors and be proud of them!

Please reach out to me with any and all safety suggestions. I believe that as a group, we can help each other stay safe on the open road and enjoy the gift and blessing that motorcycles are.

RWP

Sean Fullerton

TX35 Safety Officer

