

May 27, 1998

Dear Jeff,

I returned from my bike tour with Town and Country M.C. this weekend and I thought you, Neal and perhaps the other members of ECMC might be interested in some of the formation riding techniques used in this club. Especially since formation riding has been the subject of much discussion via e-mail. Our tour to Morgantown, West Virginia this Memorial Day weekend included 12 bikes with 17 riders and covered 878 miles.

During our trip, one of the areas of group riding I observed where Town and Country differs from ECMC is in lane changing. Generally the club rides in the standard staggered formation and under normal conditions will remain in the right lane of a multilane road. Upon approaching a slower moving vehicle, the following procedure is followed:

1. The ride leader signals his intent to change lanes by activating their turn signal.
2. All other riders in the group activate their turn signals.
3. When traffic clears sufficiently in the left lane, the tail rider moves out into the left lane, blocking it.
4. As the last car or other vehicle moves up the left lane passing each rider in the group, each rider moves over behind the vehicle, therefore closing the space behind it as it advances past the group.
5. If the group is simply passing a slower moving vehicle in the right lane, beginning with the leader, each rider returns to the right lane from the left after passing the slower vehicle. The tail person returning to the lane last.
6. Each person's left or right side lane position in the staggered formation remains the same throughout the maneuver.

When executing this maneuver on a six-lane or greater divided highway, the procedure prevents vehicles traveling in a third, left lane from breaking into the lane being used for passing by filling the left lane from behind the last advancing car. Therefore no empty, motorist tempting, lane exists adjacent to the group just before its switch to the other lane.

A similar maneuver is used when the group approaches a two-to-one lane narrowing of the road and other vehicles are present.

1. If necessary, the ride leader slows the group allowing faster moving vehicles in the left or right lanes to pass.
2. All riders on the side of the formation in which the lane is ending move into that lane, blocking it. For example: riders on the left side of the formation move over into left lane.
3. As the lane ends, the two sides merge back into formation and the group resumes normal riding.

This technique is also used when the group approaches a temporary widening of a roadway, encountered frequently on roads with steep uphill gradients.

Another area of difference is in riding distances. Generally, a person riding in formation with the group maintains a set distance which is determined by his ability to see the reflection of the rider's face ahead and opposite their lane position, in their bike's mirror. At speeds at or above 50 mph this distance is expanded to permit each rider sufficient safety space. This space permits room for avoidance maneuvers, etc. without disrupting the group.

The club generally sticks to backroads avoiding freeways, interstates, urban traffic and known traffic besieged or prone areas. In the presence of traffic however, the formation does not generally tighten specifically to prevent the intrusion of a car. Although motorists usually avoid breaking into the group, generally a large group, 10 or more, will naturally form one or two small gaps, permitting cars to exit or enter the road.

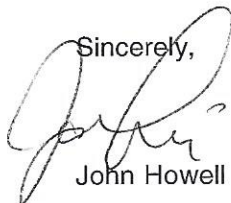
The staggered formation is only followed when the group rides on relatively straight two-lane roads or on multilane roads or highways. Upon reaching any road with significant curves and undulation, or deteriorated pavement in the right or left track, the formation immediately breaks naturally into single file and without ride leader input, reassembling naturally, when and where appropriate.

To reduce their efforts to maintain themselves within the formation, riders new to group riding and slower riders are normally encouraged to ride at or near the front of the group. This is because, as you know, the rear of a group formation always travels faster than the front.

These procedures have been developed over the many years the club has been in existence. They have proven to work well with both large and small groups, with and without the assistance of CB radio. The rules are extremely easy to teach to new members and guests as they are easy to copy and follow a rider's natural inclinations. They have also proven extremely helpful in the prevention of accidents and on the rare occasion where an accident occurred, prevented it from involving more riders than the victim themselves.

I hope these descriptions will prove helpful in the ongoing discussion of formation riding.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Howell', written in a cursive style. The signature is positioned to the left of the printed name 'John Howell'.

John Howell

773 Concourse Vill. East
Bronx, N. Y. 10451
June 27, 1998

Empire City Motorcycle Club
GPO Box 7951
New York, N.Y. 10116-7951

Dear Members,

This month it has been 33 years since I joined the club, just a bit more than half my lifetime, my actual biking days having been during the period between April 1963 and October 1990.

I had given up biking as I found less and less time to participate in the activity since the time my company moved to Long Island in July 1989. Considering my long-time status in the club, I was allowed to continue as a regular member, for which I am thankful.

It is now almost 8 years since I was granted non-biker status. In the meantime, I have retired and have settled into other activities. Being a non-biker in a biker club leaves my participation in club activities very limited. After giving it some thought, I have therefore decided to resign from the club.

Nevertheless, I will always have fond memories of my days in the club - the many runs I attended, starting with the first Spartan run during the same weekend as Woodstock in 1969 - and the innumerable club rides and picnics.

With best wishes for the continued success of the club, I remain

Yours in Brotherhood,

Emil Solis

Jeff A. - President
Neal R. - Road Capt.
Mark W. - Treasurer
Chas S. - Corr.Secy.



Leake and Watts Services, Inc.
1967 Turnbull Avenue
Bronx, New York 10473

October 21, 1998

718 829 8174
718 824 1978 fax

Caring for Children &
Families since 1831

Mr. Jeff Arnold
Empire City Motorcycle Club
GPO
P.O. Box 7951
New York, New York 10115

Central Admissions

Community Based:

- Early Intervention
- Head Start
- Day Care
- Preventive Services
- AIDS Programs
- Family Resource Center

Dear Mr. Arnold: *Jeff*

It was good speaking with you. I am looking forward to attending the party on December 12th, along with some of my staff.

Residential:

- Residential Treatment
- Foster Home Care
- Adoption
- Chemical Dependency Treatment
- Specialized Foster Care
- Crisis Respite Care
- Special Education
- Group Homes
- Independent Living
- Mother/Infant Residence
- Juvenile Secure Detention
- Shelter Services

Again, I thank you and your club for your support to our program and making our children's Christmas a little brighter. With the changing face of HIV/AIDS, you are becoming our sole supporter and we're grateful for you.

Our current census is 166 which continues to include HIV infected and affected children. Attached is a listing of our children by age.

I'll send you and the guys an invitation to our party which will be held on December 17th.

I'll see you soon. Thank you again.

Sincerely,

Debra

Debra McCall
Director
Specialized Foster Care

DMcC/ss
Enc.

Member Agency of:



Leake and Watts Services, Inc.

Specialized Foster Care Program

Number of Children by ages as of October, 1998

Girls

<u>0-11 months</u> 11	<u>6 years old</u> 4	<u>12 years old</u> 4	<u>18 years old</u> 1
<u>1 year old</u> 10	<u>7 years old</u> 1	<u>13 years old</u> 2	<u>19 years old</u> 2
<u>2 years old</u> 7	<u>8 years old</u> 3	<u>14 years old</u> 4	<u>21 years old</u> 1
<u>3 years old</u> 3	<u>9 years old</u> 2	<u>15 years old</u> 5	
<u>4 years old</u> 5	<u>10 years old</u> 2	<u>16 years old</u> 4	
<u>5 years old</u> 7	<u>11 years old</u> 4	<u>17 years old</u> 2	

Boys

<u>0-11 months</u> 7	<u>6 years old</u> 2	<u>12 years old</u> 4	<u>19 years old</u> 1
<u>1 year old</u> 16	<u>7 years old</u> 7	<u>13 years old</u> 5	
<u>2 years old</u> 7	<u>8 years old</u> 2	<u>14 years old</u> 1	
<u>3 years old</u> 7	<u>9 years old</u> 1	<u>15 years old</u> 2	
<u>4 years old</u> 4	<u>10 years old</u> 3	<u>16 years old</u> 2	
<u>5 years old</u> 3	<u>11 years old</u> 6	<u>18 years old</u> 1	



THE NAMES
PROJECT

AIDS Memorial Quilt

New York City Chapter

October 21, 1998

Empire Motorcycle Club
Jeff Arnold, President
GPO P.O. Box 7951
New York, NY 10116-7951

Dear Jeff:

On behalf of The NAMES Project New York City, Inc., I want to thank you for your generous donation in the amount of \$1,000.00. We are honored to have been invited to participate in your memorial service to remember club members who have died of AIDS and pleased we were able to provide two existing sections of panels remembering club members already included in the AIDS Memorial Quilt.

We are also pleased that you took the time to include updated bios on panels not only on display, but for the new panel dedicated. This information will be submitted for inclusion in the archives at The NAMES Project Foundation in San Francisco, CA.

Your donation will be used to underwrite our youth education programs in New York City schools for the coming year. Thanks again for efforts to make this donation possible. Please know that we include Empire Motorcycle Club in our NAMES Project family of businesses and organizations who help us continue to educate New Yorkers about HIV/AIDS.

Sincerely,

Jeffrey B. Bosacki
Board President