

# Outlaw Pretrip

Lee McClellan— Safety Officer



Yes, it's a new year, and it's going to be DIFFERENT.

Mark picked me to be your new Safety Officer, so you will be going from LAW MAN to an OUTLAW.

I have a back ground in EMS/Firefighter and truck driving. With over 3 million miles with no at fault accidents, maybe I can give a new perspective. This is a great honor and hope I don't scare any of you to bad!

So where do we start, Oh Yeah, PRETRIP INSPECTION:

1) Kick the tires, if they wiggle they are low on air. If your bike fell over, you did it too hard. If you have a gauge, it's 35lbs. to 40lbs. of air or nitrogen. Nitrogen is more consistent with less loss or temperature fluctuation.

Looking for bubbles or irregular wear are signs of problems as well as cracks. Tire failure is the number one cause of accidents due to parts failure.

2) Puddles of oil are great indicators of leaks but, dipsticks are better. Whether you check on the stand or straight up at least you not going to eat the bearings. Just ask Jeanne.

3) Lights, turn on ignition, the headlight and running light should all come on. Before you look, turn on the emergency flashers.

Now walk around your bike checking the lights. Turning on the emergency flasher should activate all the turn signal lights and it is a good practice for those "OH NO" moments as well as the horn.

Next check the high beam and brake lights.

4) By now, the gas gauge has had time to settle.

5) Now, do one more walk around to look for anything out of place or loose.

This can be accomplished while wiping your pride and joy down.

6) If the battery is good, it should crank up.

7) When you roll down the driveway, a few taps on the front and rear brakes will tell you how fast and far you want to go!



BE SAFE and it's not illegal if you don't get caught!

Lee

**Local Gang Member BUSTED  
For Having too Much Fun!**