Participation in the sport of long distance motorcycle riding requires preparation. Whether that experience is positive or negative is often determined by equipment choices for both the machine and its rider.

A large part of risk management is being aware of the potential for bodily harm. The risks increase under extreme circumstances. It is imperative that additional measures are used to protect the rider for every mile. Extended ride times require protection for the rider in areas not normally considered crucial. Effectively preventing damage to the rider’s skin often becomes the deciding factor in a win or lose situation.

Not every undergarment can provide the protection required for the long distance rider.

Don’t take unnecessary risks!

Wearing an undergarment with seams across the seating area is harmful to the skin. Traditional cotton fabrics retain moisture and shed lint fibers that can harm the skin. Inexpensive single layer polyester/polypropylene does not provide enough moisture management to keep the skin dry in an enclosed environment. Don’t be fooled by “wicking” labels (toilet paper wicks). Compression fit is for vigorous exercise for a short period of time and not suitable for long days of riding. Undergarments need to stretch and move with the rider to avoid chaffing against the skin.

Additional pads inserted into the seating area of undergarments only retain moisture and damage skin. (Padding is a function of a proper seat/saddle and compromises the effectiveness of an undergarment.)

Seriously: Where do you want to be when you reach the limits of an inferior undergarment?

Don’t stop your ride because of pain! The original motorcyclist undergarment uses a unique Dual Layer fabric that stays dry on the inside so you avoid Saddle Sores and ride longer.

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