



BLUE KNIGHTS West Virginia II



November 2021 Newsletter

Volume 25 Issue 11

PRESIDENT'S NOTES:

Advise of the upcoming events that we might attend and requesting more of our members to attend the 2022 Winter MDC conference. Conference is February 11th – 13th, 2022 at the Atlantic Sands Hotel & Conference Center, Rehoboth Beach, Delaware. Remember that the chapter will reimburse you for your event registration.

The following members were elected for office for the chapter. Your 2022-2023 Officers are as follows:

President	Ed Martin
Vice President	Jim Enoch
Secretary	George “Robby” Robinson
Treasurer	Marty McNulty
Directors	Lou Stevens
	Andy Kolb
	Terry Queen

I would like to take this time to thank the membership for allowing me to be your chapter president for the next two years. I hope I can lead us to being a more active chapter and start seeing new faces at the meetings and more of the members out on rides. Please feel free to contact me anytime. I will do my best to uphold the position and bylaws of the Blue Knights and the chapter. I will do my best to make it to all the Blue Knight Conventions and Mason Dixon Conferences to represent our wonderful chapter.

I do ask that all members try and read their monthly newsletters and also send in articles to the newsletters of rides, runs or things of interest you may have had while out riding.

2021 West Virginia II, Friday, December 10th, 2021, West Virginia II - chapter Christmas meeting/party Village Square Conference Center, Clarksburg. Social Hour 6 pm and Dinner about 7 pm. Ballroom A.

Please send me the following information if you are attending the Christmas Party.

Names of every adult

Name, age and gender of children

If you invited a guest, we need their names.

Need this information no later than November 28th, 2021

Rexann and I are wishing everyone a very HAPPY THANKSGIVING.

Ride with Pride

Ed & Rexann Martin

304-622-0135 bkww2@aol.com

VICE PRESIDENTS' NOTES:

Our next meeting will be Thursday, January 13th, 2022 will be at the 19:00 Hours (7 PM) at Blue Knights West Virginia 2 Clubhouse, 245 Emily Drive, Clarksburg, WV 26301. We will have pizza before the meeting.

Catch the fever.

Ride with Pride

35oldsrodder@gmail.com

Jim Enoch

SECRETARY'S NOTES:

Our next meeting will be Thursday, January 13th, 2022 will be at the 19:00 Hours (7 PM) at Blue Knights West Virginia 2 Clubhouse, 245 Emily Drive, Clarksburg, WV 26301. We will have pizza before the meeting.

Respectfully,

George D. "Robby" Robinson

Blue Knights WVII Secretary

robinusmc77@gmail.com

Hone 304-527-0757 Cell 775-781-1993

TREASURER'S NOTES:

Ride Safe, Ride Smart and Ride with Pride. You are the faces of West Virginia II.

marty.e.mcnulty@gmail.com

Marty McNulty

Chapter Safety Officer

Hearing Loss

Your helmet is inadequate defense

A recent survey on my system has revealed that the vast majority of visitors here engage in touring activities with their bikes (based on the sample that responded.)

I thought it would be appropriate, therefore, to post an article on a threat that is largely restricted to those of us that ride our bikes over long distances and over the years. That threat is to the loss of your ability to hear. As you read further you will find that it has already happened to you, it

will get worse, and that your helmet is an inadequate defense against it.

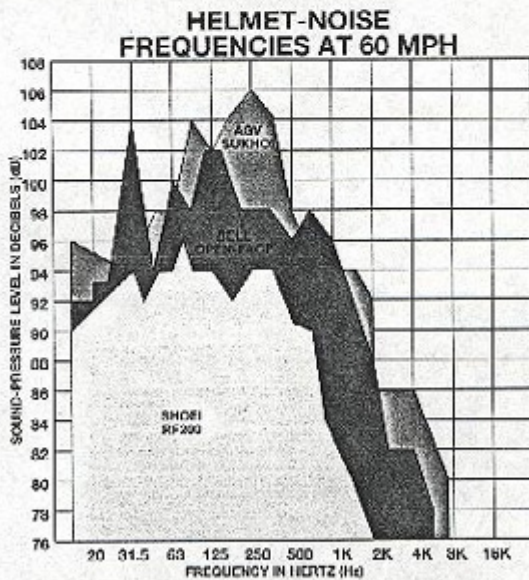
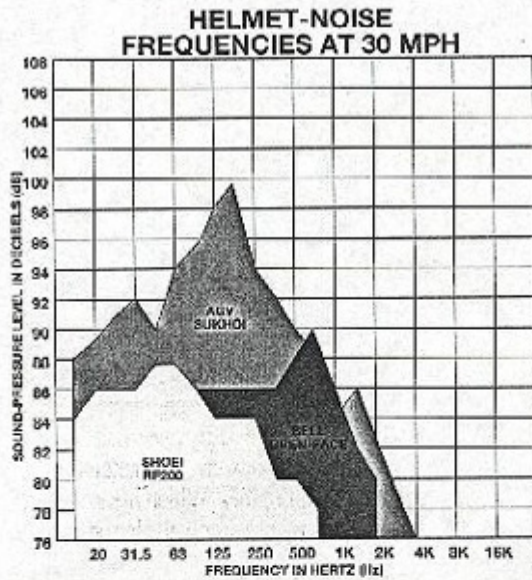
I know, you're thinking that I am about to rag on the Harley-Davidson sound. Wrong. While it's true that loud pipes will result in faster and more profound hearing damage, it's not the motorcycle sounds that are the principal cause of that damage. Indeed, even if your motorcycle makes no sound whatever, long distant, long duration motorcycle riding damages your hearing.

It turns out that wind noise does the most damage to your hearing. It is constant, loud, and very difficult to get away from.

At highway speeds you will find that wind noise is well over 100 db, even when wearing a helmet! Wearing a helmet cuts the noise by only about 3 db, and then only if it is at least a 3/4 shell and properly fitted. (An improperly fitted helmet actually INCREASES wind noise!!!) ONE HOUR of exposure to 110 db will damage your hearing. At 115 db it takes only 15 MINUTES. The damage is relentless, irreversible, and cumulative.

Following is a chart demonstrating wind noise at 30 MPH and 60 MPH within various brands of

helmets as published in a 1991 issue of Motorcycle Magazine.



The diagram above shows components of helmet noise at 30 mph, the diagram below components of helmet noise at 60 mph. The human ear typically hears over the .02-to-16-kHz range of sound frequencies. Helmet wind noise is at the lower end of the range, usually heard as a rumble or roar. The EPS liner tends to attenuate high-frequency frequencies. The AGV Sukhori is the loudest helmet, the Shoei RF200 the quietest, quieter at 60 mph than the AGV at 30. An open-face Bell—included for comparison—is quiet at low speed, becomes noisy at high speed and sounds noisier at high speed to the wearer because the human ear is particularly sensitive to the 1-to-4-kHz band, the range of human speech.

84 MOTORCYCLIST/NOVEMBER 1991

What can be done about this? How can we protect our hearing from wind noise?

Well, first, you can make sure that you wear a helmet, that it is at least a 3/4 shell, and that it fits properly. A properly fitted helmet has a lining that presses against the skin on your cheeks as well as across your forehead. Not only does your helmet not shift around on your head when it

fits properly, but it cuts wind noise from reaching your ears.

Second, you can wear earplugs. There are some problems associated with doing this, not withstanding the fact that in some states it is illegal to do so. (You can legally drive a motorcycle if you are deaf, but not wear earplugs - fancy that.) Aside from the law, many people simply cannot stand (or get used to) wearing them. And, if they are improperly inserted, provide very little noise reduction benefit and will hurt in no time at all.

Earplugs are cheap. You can buy good quality earplugs by the dozens and their cost will be less than \$1 a pair when you do so. (I cannot imagine buying one pair and reusing them day after day - what a foolish way to save a penny.) If earplugs are not for you, then try small pieces of cotton. They are more comfortable, though not nearly as effective, and I'll guarantee you don't reuse them just to save a penny or two.

Wearing earplugs of any kind, it seems to me, is counter-productive at speeds below about 40 MPH. But if you ride our highways for any distance at all you will CERTAINLY be better off having worn them (and, by the way, you will actually be able to hear better with them in your ear than not at those speeds.)

Just because your hearing is already a 'little' damaged from wind noise you should not think it can't get worse. Riding a motorcycle at highway speeds is a GUARANTEED way to damage your hearing - and potentially profoundly. The majority of our hearing needs involves frequencies below 16 KHz. These sounds are what we use when we talk (and listen.) These also happen to be the frequencies most affected by wind noise hearing damage.

Or, if you prefer to ignore this bit of advice, practice saying 'Huh?' But don't get used to doing that - expecting this minor inconvenience to work forever. Your hearing will get worse.

For perspective, a noisy restaurant produces about 80 db of noise. A subway produces about 90 db of noise. A rock band generates about 110 db, a car horn is about 115 db, a gunshot is about 140 db.

OSHA says that hearing loss can begin at 90 db. Max safe exposure at 110 db is 1 hour, and only 15 minutes to sounds in excess of 115 db.

By: James R. Davis

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**Ride with Pride,
Walter Knight**

Road Captains

Why Counter-Steering Begins At About 6 MPH

By: James R. Davis

I can't remember how many times I've asserted that the only way you can steer a motorcycle moving faster than you can run is by using counter-steering. Asked just how fast that is, I have said about 6 MPH. Many, many people have sent me e-mails challenging that assertion. So, I will try to explain why it happens. [Note that this discussion assumes your bike has a normal rake angle.]

When you park your bike your front wheel will not be pointing straight ahead. It will be pointing off to the left and the body of your bike will be leaning to the left onto its side-stand.

Because the front-end forks are at an angle other than straight down (called a rake angle), whenever the front wheel is turned in a direction other than straight ahead the wheel will not only point in that new direction, it will lean in that direction as well. Because your front-end is linked to the body of the bike through your triple tree, and because of that rake angle, whichever direction the front-end moves the body of the bike tries to move in the opposite direction.

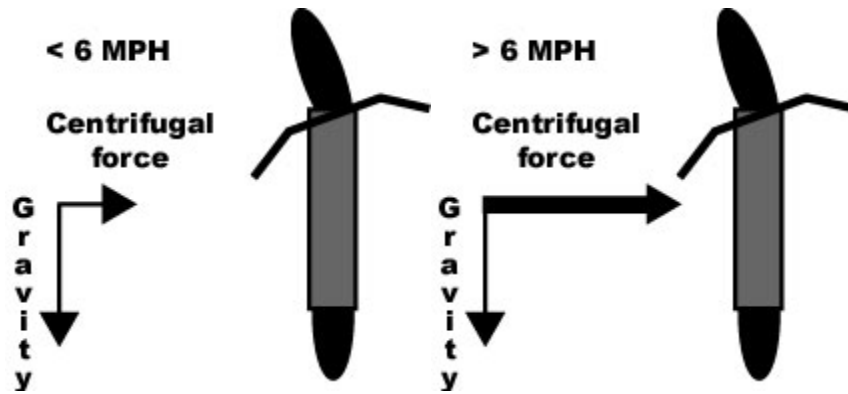
Because there is far more mass, and therefore inertia, it is far easier to move the front-end than it is to move the body of the bike. At slow speeds virtually all of the movement when you turn the handlebars will be of the front-end while the body of the bike tries to remain in place. If you turn left, for example, the front-end will move to the left while the relatively massive body of the bike remains where it was and that moves the Center of Gravity slightly to the left. At very slow speeds gravity is stronger than centrifugal force and it will prevail as it tries to pull the bike down on its left side. The bike body then leans to the left.

You will remember that centrifugal force is a function of the square of the velocity and the radius of the turn. In other words, it grows VERY FAST as compared to speed. As speed increases from zero to about 6 MPH that centrifugal force is simply not as great as the force of gravity. It is for that reason that direct steering works - when you turn the handlebars to the left the bike slowly falls to the left.

But once you get to about 6 MPH centrifugal force is equal to gravity and at that point the bike body will neither attempt to fall to the left or move to the right. You will turn gently to the left.

And, of course, any speed greater than about 6 MPH will result in ever increasing centrifugal force (gravity, of course, is constant) and that will cause the bike body to lean to the right as the front wheel moves to the left - and THAT's called counter-steering.

Forget everything you've ever heard about gyroscopic precession CAUSING counter-steering. It's all a result of centrifugal force and rake. If your front tire was replaced with a ski counter-steering would still work. Gyroscopics merely helps it out, but it does not cause counter-steering.



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Rene Noe, Walter Knight, Andy Kolb, and John “Spot” McCloud

Chaplain’s Corner

**Del Parris, Chaplain
Blue Knights WWII**

Quartermaster

You can stop by the clubhouse at any time and purchase the items. If I am not available one of the staff members can help you with your purchased.

**Rene Noe
Quartermaster**

MDC Safety Officer

Tips for Winter Motorcycle Riding

1. Wear Correct Motorcycle Gear in a Layering Fashion

Riding comfortably in cold weather begins with correct gear choice, and it's all about layering. Base Layers (full leg, full sleeve), such as those offered by Under Armor and many motorcycle apparel companies, are a must. Even while riding we sweat, and the base layers allow our skin to breath, wicking away moisture. This helps sweat evaporate rather than turning to cold perspiration on the body. I also don socks that wick away moisture.

For most conditions in the 20s or 30s, I simply wear a zip-up fleece with a neck collar over my base layers, which helps create an insulating barrier. If things get cooler, I always have another mid-layer, such as a snug wool button up, or even your rain suit but it's rarely used.

Next is your outer gear; I swear by Gore-Tex due to the waterproofing and breathability, and my usual winter riding clothes consist of flannel lined jeans and rain suit pants but some prefer expensive Klim riding suits, or a Weise Explorer setup. As for boots, I like Gore-Tex water proof boots. Most of my winter riding is completed on my BMW GS Adventure, but these work on my Harleys as well.

There are two gloves I like for winter riding; A good quality leather glove when its dry and a good Gore-Tex glove (from the Ski Shop) for when it's wet.

Next is a neck warmer, such as an Aerostich Windstopper, and a tightly-sealed helmet with a fog-free face shield. Fog free is absolutely necessary. My favorite winter lid is the Shoei full faced modular helmet, though I use a bit of insulation to plug the huge, upper-front vent, but keep the rear ventilation vent open so the head doesn't sweat.

As for heated gear, I've tried it, but am not a fan. Some people love it. For me, simple layering keeps the core hot, and as long as that core is protected from direct wind, things remain comfortable. Though the technology much of today's electric-heated gear is top notch, there's possibility of failure. I stick with layered gear.

2. Proper Motorcycle Prep for Winter Riding

When my BMW and I are set up for winter riding, it's not pretty but I'm out riding while most are suffocating in their cars.

The basics that I like for cold-weather riding are windscreen that's large enough, and good cold weather clothing. I am a fan of hand guards and heated grips and lowers on my Harleys. My Road Glide has hard lowers and my Road King has soft lowers. Both work.

Both my BMW and my Harley have heated grips. If you do not have Heated grips, there are many aftermarket options available like [Hot Grips](#) & [Bike Master](#) for example.

Also, if your bike is water-cooled, make sure the antifreeze is fresh (should be changed yearly anyway), and its mixed properly. Also make sure all hoses are in great shape. Nothing can be more devastating than a busted radiator or hose when miles away from home.

3. Cold Weather Equals Colder Tires

It's that simple – cold weather means colder tires. And as everyone should now, cold tires equate to limited traction. Riding helps increase heat in the tire, but even the briefest stop can quickly cool the tires down, providing lack of traction.

Also, make sure you have adequate tread on your tires for winter riding. Penny pinching on tires is about as stupid as penny pinching on the quality of a motorcycle helmet, and this is truer-than-ever in winter-motorcycling scenarios. It may snow, and you'll need to channel water/snow more than ever on wet roads that are cold.

And check your tire pressure; I check mine religiously before every ride. This is more than crucial during the winter months when optimal traction is needed.

4. Watch for Salt, Fresh Cracks due to Plows and Black Ice

Salt is not only an enemy to metal, but also traction. Treat salt like ice; if you see crystalized appearances on the side of the road, stay away.

Also remember that those plow trucks destroy roads, causing new cracks, sometimes huge and able to chew up rims. Once again remember to run correct tire pressure; you don't want to bend a rim or pinch a tube.

And black ice. If it even remotely looks like ice, stay away.

While on the subject of salt, remember that motorcycles weren't designed for winter riding. Like salt from the ocean, motorcycles can quickly succumb to rust. Whenever the sun is out and the roads are clear, I give my bike a thorough wash to free it off as much salt as possible. This is a great time to further inspect your bike.

5. Increase Visibility and Following Distance

While riding in the winter, increase your visibility and space. Increasing visibility simply means looking further down the road, helping you recognize hazards before they occur. Increased visibility allows you to react to a potential threat well in advanced, and this is more than needed in winter when traction is limited from the cold roads. My rule of thumb is always looking 10 seconds ahead.

As for following distance, open it up. I maintain a few car lengths of space ahead of me, allowing me to react to hazards, such as cars ahead stopping, or being able to see something on the road.

Following too close is completely unsafe, and I've witnessed even the most experienced riders doing this. Just think for a moment; in optimally-dry conditions, it takes an experience rider about 85 feet to stop a bike traveling at 35 mph. An average car is around 16 feet, so it would take about five car lengths to stop. Do the math...and of course, the faster you're riding, the more distance you should maintain.

6. Have a Motorcycle-Specific Towing Service

Accidents happen, and can happen in cold-weather riding due to, once again, lack of traction.

Make sure you have a towing service that is readily available; nothing can get a rider out of the sport faster than wasting a few hundred miles on a tow.

I am a faithful member of the American Motorcyclist Association, H.O.G. and M.O.A. I have the organizations Roadside Assistance. And the best part... It arrives as a comp with my yearly membership. The AMA's Roadside Service companies usually tow motorcycles too, so there's a better chance your bike won't end up on its side atop some flatbed.

7. Don't be a Dummy; If Snow Starts Falling, Get Home

The title says it all. If it begins snowing, get home. The white stuff can accumulate quickly, providing the slickest conditions.

Keep an eye on the forecasts, and if there's even a threat of major snow, keep the bike home.

Riding in the winter can be challenging, but these tips will allow motorcyclists to garner more miles throughout colder months. Although in my area of Eastern N.C., I typically ride about 25,000 miles (total) on my bikes every year – and winter riding makes this possible.

If any of our northern or mountain area members have and winter-riding tips you'd like to share, share them here. The more tips, the safer we'll all be motorcycling in the winter.

Whatever you ride,

Ride Safe, Ride Often, and Ride with Pride
Robert Bud Overby

Joke for the Day

Adam & Eve were the first ones to ignore the Apple terms and conditions.

Committee Reports

The 2022 Spring Mason Dixon Conference will be hosted by West Virginia II Memorial Day Weekend 2022. The host hotel will be the Holiday Inn Express and Suites, Elkins, WV. Conference will be May 27 – 29, 2022. Make sure you book your room now. Some of us will be

going up on Thursday, May 26th. If you know of any vendors please try and get them to set up at our event.

From Membership

None

UP COMING EVENTS

November

Harrison County Toy Run: November 28, 2021 at South Harrison High School, Lost Creek, WV. Lineup before 12:30 pm. Kickstands up at 1 PM.

December

2021 West Virginia II, Friday, December 10th, 2021, West Virginia II - chapter Christmas meeting/party Village Square Conference Center, Clarksburg. Social Hour 6 pm and Dinner about 7 pm. Ballroom A.

2022 Events

2022 Winter Mason Dixon Conference, February 11th – 113th, 2022. Delaware I is hosting the Winter MDC at the Atlantic Sands Hotel & Conference Center, 1 Baltimore Ave, Rehoboth Beach, DE 19971. (On the Boardwalk) Room Rate is \$79.00 plus taxes. Call hotel at 800-422-0600, ask for Blue Knights Group #10376. Registration for the event is \$95.00 per person.

2022 Mason Dixon Conference/Wild & Wonderful Knights, Hosted by West Virginia II. Host hotel is the Holiday Inn Express & Suites, Elkins, WV. May 27th – 29th, 2022. **FOR ROOM RESERVATIONS CALL:** Holiday Inn Express & Suites, 50 Martin St, Elkins, WV, call 304-630-2266; **TELL THEM YOU ARE WITH THE BLUE KNIGHTS GROUP,** Rooms \$125.00 per night plus tax. Event registration is \$75.00 per person before May 1st, 2018, and \$90.00 after May 1st.

Drawing: October drawing was \$40.00. Brother Del Parris's name was drawn and he was not present. Must be present at the clubhouse to be eligible for the drawing. November drawing with be worth \$45.00.

Sick, Ill, or in Distress:

Members in Attendance: Jim Enoch, Fred LePera, Don Wikert, Lewis Stevens, Ron Watson, Andy Kolb, Bill Longwell, Walter Knight, Rexann Martin and Ed Martin.

On Facebook: Marty McNulty, Robby Robinson, Kelli Robinson, Scott Hunt, Bud Overby, and Mike Neely.

Next Meeting Location

**Our next meeting will be Thursday, January 13th, 2022 at 7 PM.
Blue Knights West Virginia II Clubhouse.**

