



BLUE KNIGHTS West Virginia II



30 Years as a Chapter September 2017 Newsletter Volume 21 Issue 9

PRESIDENT'S NOTES:

Remember that later this year our chapter will have an election for officer for the 2018 & 2019 years. Nomination will be at next months' October meeting. If you are interested in running please send me an article so I can put it in the newsletter for the members to know that you are running. Election will be at the November meeting.

Report from MDC Fall Conference. New MDC Officers: International Rep. Mike Pollinger, Chairman Ronnie Young. International dues will increase from \$25.00 to \$30.00 per year. WV has 163 members at this time.

It appears that we have had to list about 6 members as "not in good standing" with the chapter since they have not paid their 2017 dues. They will also be dropped from our membership list in December 2017.

We have sent \$2,500.00 to help our Blue Knight brothers and sisters in Texas that were affected by Hurricane Harvey.

Rexann and I want to welcome our new member Daniel Talbott II to our chapter and family.

Ride With Pride

Ed & Rexann Martin

304-622-0135 bkvw2@aol.com

VICE PRESIDENTS NOTES:

Our next meeting will be Thursday, October 12, 2017 it 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. This will also be the meeting for nomination of officers for the next term.

Also, I would encourage you to talk to someone that would be a great addition to our BK WV II membership that meet the requirements and plant a seed with them about becoming a BLUE KNIGHT. If you need a poster or other information about the Blue Knights let us know and we will get it to you. You can put it up at work or another agency.

Catch the fever.

Ride With Pride

Greg & Tiffany Hoskins

huntdeer79@aol.com

SECRETARY'S/TREASURER'S NOTES:

Our next meeting will be Thursday, October 12, 2017 it 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.

All bills are paid and chapter doing well.

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

Marty McNulty, Secretary/Treasurer

ROLL CALL

September Meeting: Greg Hoskins, Walter Knight, John McCloud, Chuck Luzader, Jim Enoch, Rene Noe, Ron Watson, Fred LePera, Lewis Stevens, Doug Baker, Randy Biggins, Don Wikert, Rex Talkington, Rexann Martin, and Ed Martin.

Guest: Mike Neely and Brandi Knight

Chapter Safety Officer

Bounding Bambis

“In Deer Country, a Smart Rider Is Prepared for a Quick Stop”

You're out for an early ride in the country, away from the hassles of traffic. The narrow backroad on which you travel passes farms and curves through a shady forest. You're aware of the hazards of backroads, such as loose gravel and wet leaves, so for this ride you're wearing your most protective riding gear: leathers, gloves and full-coverage helmet. And you plan to keep the gear on even when the sun begins to warm the air.

You settle into a comfortably aggressive ride, slowing only for locations where there are narrow bridges and many hidden driveways. When you enter a deer migration area, you maintain speed, but watch carefully for wild deer alongside the road.

Suddenly, as you round a tight turn, you see a brown shape in the left ditch-perhaps a log or a soggy cardboard box. But a second later, the brown shape raises its head, and you instantly recognize the tall ears of a deer. But the deer just continues to stand there munching, so you assume you can cruise by without any evasive action.

But a second or two before you pass, the deer springs into action, scrambling onto the pavement directly in front of you. You attempt to brake and swerve, but the deer darts one way and then the other, and you can't avoid a collision that knocks both you and the deer to the pavement. Fortunately, neither of you is seriously hurt. The deer clatters away, leaving you to survey the damage to your bike. You silently congratulate yourself for wearing your leathers today.

** The reason for deer signs is that there is a history of numerous deer strikes in that area. So when you enter a deer zone, you should expect to encounter wild deer grazing alongside or leaping across the road. Deer typically spring into action as a vehicle gets close. The best tactic for avoiding a deer strike is to be prepared for a quick stop. If you see a deer next to the road you should immediately brake, especially if the deer is facing the road and, therefore, most likely to leap in your direction.

//From Motorcycle Consumer News "Street Strategies" by David L. Hough.

"A Survival Guide for Motorcyclists"

Ride With Pride

Walter Knight

Road Captains

Defective Helmets

A helmet is by far the most important and most effective piece of protective equipment a motorcycle driver or passenger can wear. Helmets save lives by reducing the extent of head injuries in the event of a traffic accident. A helmetless motorcyclist involved in an accident is three times as likely to suffer a brain injury as a motorcyclist wearing a helmet, and a large number of motorcyclists die each year because of head injuries sustained in accidents. Because of this danger, motorcycle operators and passengers in many states are required by statute to wear safety helmets.

The government issues motorcycle helmet-related recalls several times a year for safety defects. You can check to see which helmets have been recalled recently by visiting www.odi.nhtsa.dot.gov

Here's a good source of information for selecting a helmet for yourself or a loved one: <http://www.motorcyclecruiser.com>

Mandatory Helmet Laws

Despite a lack of support among some motorcyclists, a number of states have enacted statutes requiring the use of protective equipment when riding a motorcycle. Some of these laws require that a motorcycle rider and/or his or her passenger wear equipment such as goggles or face shields, but most common (and most controversial) are those laws that require the wearing of a helmet. Mandatory helmet laws for motorcycle operators and their passengers have, for the most part, proven to be an effective strategy in both increasing helmet use and reducing head injuries and fatalities in motorcycle accidents nationwide. But, while having an unmistakably positive effect on the overall safety of motorcycle riding, helmet laws have been met by resistance in the motorcycling community.

The most vocal opposition to helmet laws has come by way of challenges to the legality of the laws themselves. Although in some cases, specific language in helmet statutes has been successfully attacked on constitutional grounds, the principle of requiring motorcyclists and their passengers to wear safety helmets has consistently been upheld as constitutional.

Failure to Wear a Helmet

In a personal injury action brought by an injured motorcyclist, the opposing motorist may raise an issue with regard to the motorcyclist's own negligence. A motorcyclist's legal recovery might be barred, or reduced, as a result of his/her contributory negligence in causing the accident. In defining what constitutes contributory negligence, there is an important distinction between negligence contributing to the accident and negligence contributing to the injuries sustained. An act or omission that merely increases or adds to the extent of the injuries suffered by the motorcyclist will not itself defeat a legal recovery.

In a number of states that have enacted mandatory helmet statutes, the laws either: (1) provide only for criminal penalties, or (2) do not state what effect a violation has on the determination of whether a motorcyclist was negligent. Thus, in these jurisdictions, and in those that do not have helmet laws, the effect of a motorcyclist's failure to wear a helmet on the determination of his negligence is unsettled. In such states, the failure to wear a helmet may be found to constitute negligence on the part of a motorcyclist, or may be relevant to the issue of injuries and damages where it appears the failure to wear a helmet was a substantial factor in bringing about the motorcyclist's injuries.

In some states, the failure to wear a helmet as required by a statute is treated as any other possible act of negligence on the part of a motorcyclist, such as traveling at an excessive rate of speed or failing to use turn signals. In such states, when the failure to wear a helmet contributes to the motorcyclist's injuries, it is deemed a proximate cause of his injuries and it may serve to bar or limit his or her recovery. However, when the failure contributes in no way to the motorcyclist's injuries, it is not a proximate cause and it has no effect on the motorcyclist's ability to recover.

Not all jurisdictions have laws requiring motorcyclists to wear helmets, and some courts have held that evidence of an injured motorcycle rider's failure to wear a helmet is inadmissible in the rider's personal injury lawsuit. It is extremely important to discuss the facts of your case with an experienced attorney who understands the relevant helmet and evidentiary laws that will apply in your case.

Cheap Helmets

Thinking of saving a little money when buying a helmet? [Read this article and think again!](#)

Rene Noe, Walter Knight, Rex Talkington, and John "Spot" McCloud

Chaplain's Corner

With the hurricanes, flooding, and fires that have swept our country this summer we hear a lot about emergency preparedness. The list usually includes having back-up water and food, having a generator and keeping the car filled with gas, and protecting our valuable documents. We are also instructed to have emergency exit plans from our homes or locations and to develop a plan for staying in touch with family.

When I think of those recently affected by these disasters, people who have absolutely nothing left, I wonder if they have a spiritual/emotional back-up plan for these crises. I think sometimes that if this would happen to me I would be totally lost as to what to do. During and immediately after the crisis adrenaline may keep people going, but a week later many people become depressed and overwhelmed.

How would you react? How would I react? Most of us could survive physically, but may struggle emotionally to have lost everything. Here are some things I think about: 1) Do I put more stock in my stuff than in my relationships and in the simple things of life? 2) Do I nurture and practice my faith in God so that it will sustain me in such times? The scriptures have many reminders that only God is the same yesterday, today, and forever; all else is fleeting, but we rarely stop to remember that.

The writer of Lamentations left us some words which tell of how he dealt with the loss of everything as a result of the Babylonian captivity:

“My soul is without peace; I have forgotten what happiness is; so I say, ‘Gone is my glory, and all that I hoped for from the Lord.’ . . . My soul continually thinks of it and is bowed down within me. But this I call to mind, and therefore I have hope: The steadfast love of the Lord never ceases, his mercies never come to an end; they are new every morning; great is your faithfulness. ‘The Lord is my portion,’ says my soul, ‘therefore I will hope in him.’”

Hopefully we have this strong faith as well as a back-up generator to prepare for disaster. Let us pray for those who actually have lost everything.

Del Parris

Chaplain, Blue Knights WWII

Committee Reports

From Membership

This past Saturday, during the Chellestrong ride, I started picking up a vibration through the foot pegs. When next we stopped I mentioned it to Fred, and we noticed that the front tire was beginning to cup. The rear tire had been wearing excessively, but I noticed nothing untoward, and we continued on. You're all aware of the three mile really curvy steep hill to the East of Cool Springs. The road was dry, so we enjoyed coming down the hill. You know what I mean. Nothing excessive, but we used it like it was meant to be used. Our next check point was at a bar just after the hill. I checked the front tire, and it was cupped even more. I attributed the vibration to that, and failed to check the rear tire. This was unwise. As we rounded the last turn before Cool Springs, at road speed, I lost ALL of the air from the rear tire immediately. The bike sort of floated to the opposite side of the road before I could get the speed reduced enough to regain some control...thankfully there was no traffic at that time. Once safely docked at Cool Springs, I discovered that the rear tire was down to threads on one third of the left side, and a hole the size of a dime worn completely through it. My rationale for trying Shinkos in the first place (at half the price of other tires) was that they wouldn't be allowed to sell them if they were unsafe. That type of thinking can get you killed. Both of these tires are new enough that they still have several of the little mold strings on them that new tires come with. Sadly, I did not notate the mileage on the bike when I installed them. Today I received two new Bridgestone Exedra's from Bike Bandit. Shinkos are a death trap. My opinion.

Eugene D Botting
US Customs and Border Protection
Afghan Customs Academy
Kandahar Border Management Task Force
Retired

UP COMING EVENTS

18th Annual Toy Run. Hosted by Virginia XIII, Danville, VA. October 21, 2017. Registration starts at 11 AM at Thunder Road Harley Davidson, 4870 Riverside Drive, Danville, VA

2017 West Virginia II, Friday, December 15th, 2017. West Virginia II - chapter Christmas meeting/party Village Square Conference Center, Clarksburg. Social Hour 6 pm and Dinner about 7 pm. Ballroom A.

2018 Winter MDC Conference, Newark, Delaware, February 16 - 18, 2018. Hosted by DE I, the host hotel is the Ramada Inn, 260 Chapman Road, Newark, Delaware, 19702, which is ¼ mile off of I-95 at Exit 3A. A great price of \$72.00 plus 8% tax has been obtained which includes a hot buffet breakfast for two persons in a room (additional persons in a room will be charged a nominal fee). This great rate, including the hot buffet breakfast, is good for 2 days prior and after the conference. Early registrations received "prior to December 31, 2017" will be \$70 per person. Registrations received after that date and up to the date of conference will increase \$5 per person to \$75.00 per person.

2018 Winter MDC Conference, Danville, VA, May 25 - 28, 2018. Hosted by VA XIII, Comfort Inn & Suites, 100 Tower Drive, Danville, VA, 434-793-2000. \$85.00 plus tax per night. (Make sure you tell them you are with the Blue Knights LEMC group). Registration for event is \$85.00 per person. Contact Keith Johnson 434-429-2531 va13@bluenights.org.

2018 Blue Knights International Convention, July 15 – 20, 2018, Stone Mountain, Ga., 30083. Hosted by GA XVI, host hotel is the Atlanta Evergreen Marriott, 4021 Lakeview Dr. Stone Mountain, Ga 30083, (770) 879-9900. Room Rate: \$139.00/ single, \$156.00/ double occupancy, \$193.00/ triple occupancy, \$230.00/ quad occupancy plus taxes and hotel fees. Registration: \$120.00 / person full week basic, can be done with paper or on line! Visit their website for full details. Convention Website: <https://bkic2018.com/>

Sick - Ill or in Distress: Brother Del Parris sister in law passed away in South Carolina.

Brother Ron Watson's wife broke her knee. Brother Baughman's wife had surgery for thyroid.

Brother Mike Williams (MDC Chaplain) has to have back surgery again. Brother Ronnie Young (MDC Chairman) has to have back surgery.

Drawing

Drawing at September meeting was for \$25.00. Brother Marty McNulty's name was drawn and he was not present, so the October drawing will be worth \$30.00.

Next Meeting Location

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