



## July 2025 Newsletter

Volume 29      Issue 5

### ***PRESIDENT'S NOTES:***

2025 West Virginia II Summer Picnic, was Saturday, July 12th, 2025 at the Westover City Park, Brothers Enock and Luzader set this up. Food from the caterer was wonderful. We had guest form the Mason Dixon Conference and Maryland I. I believe it was a big success.

The 30<sup>th</sup> Annual Wild Wonderful Knights Weekend Rally was June 13 – 15, 2025. Only 55 people attended this year but it was a very good weekend. Members were able to fellowship more with less numbers. A lot of new friends were made at this event. I am hoping that our 31<sup>st</sup> Annual Wild Wonderful Knights Rally will be a better turn out. I am looking at having the 2026 WWK in Elkins again and the dates we are looking for are June 12 – 14, 2026.

Mason Dixon Conference at the Spring Conference meeting voted to change from 3 meetings a year to just 2 meetings a year. First will be spring time and the second will be fall. Here is the by-law change.

*"Minimum of two business meetings per year. The Spring meeting will be hosted by a chapter of the MDC, on a Sunday morning, at 0900 hours, between the first weekend in March to the first weekend in May, excluding Easter Weekend." The fall meeting "This meeting will be hosted by a chapter of the MDC on a Sunday morning, between the last weekend in August, to the last weekend in September (preferably over the Labor Day weekend)."*

Bid for Spring Conference 2026: North Carolina VIII will get back to the membership (maybe).

Ride with Pride

**Ed & Rexann Martin**

304-622-0135    bkww2@aol.com

### ***VICE PRESIDENTS' NOTES:***

Heart Camp Car Show with the Blue Knights donations. Saturday August 2, 2025.

Chapter picnic at Westover City Park, this Saturday, July 12, 2025 at 1 PM.

**Catch the fever.**

Ride with Pride

[35oldsrodder@gmail.com](mailto:35oldsrodder@gmail.com)

***Jim Enoch***

## ***SECRETARY'S NOTES:***

**Our next meeting will be August 14<sup>th</sup>, 2025 at 7 PM at the Blue Knights West Virginia 2 Clubhouse, 245 Emily Drive, Clarksburg, WV.**

Be safe out there.

Respectfully,

Lewis "Lou" Stevens

Blue Knights WVII Secretary

[awsstevens@yahoo.com](mailto:awsstevens@yahoo.com)

Cell 304-203-3185

## ***TREASURER'S NOTES:***

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.e.mcNulty@gmail.com](mailto:marty.e.mcNulty@gmail.com)

**Marty McNulty**

## **Chapter Safety Officer**

### **Passengers Are NOT Helpless**

**Should something happen to the rider**

By: James R. Davis

The general impression amongst motorcyclists is that a passenger would be totally helpless when it comes to controlling the motorcycle should something happen to the rider. Nonsense!

An accident occurred in Ohio, I believe, some years ago where a deer attempted to jump over a motorcycle from the side and hit the rider, knocking him completely off the bike. The man's wife was a passenger at the time and she managed to take control of the bike and get it off to the side of the road and slowed it down so greatly that it simply fell over (into the grass.)

Well, you argue, since there was no rider in front of her she was able to reach the controls.

In fact, even if the rider was still there having, for example, simply collapsed from a heart attack, the passenger can almost always still gain control of the motorcycle.

Two controls that the passenger usually cannot reach are the gear shift lever and the rear brake, but the three that he/she CAN reach are the clutch lever, the throttle, and the front brake. (And, not incidentally, the engine cutoff switch.) Thus, the passenger can steer the bike as well as control its speed.

Even with a rider backrest, a passenger can stand on his/her pegs and lean over the rider to gain control of the bike. Cash and I have practiced this maneuver and demonstrated it to several motorcycle groups at rallies and other gatherings.

It does not take a rider (or anyone at all on the bike) to balance a motorcycle moving at any reasonable speed. Because of trail there is an automatic attempt by all motorcycles to get vertical and steer in a straight line. In

other words, though there will likely be some wild gyrations of the bike as it finds its way to a stable posture, there is TIME available to the passenger to get control of that bike.

First order of business is to slow it down. Second order of business is to steer it to as safe a place as possible before it falls over, because fall over it will.

Before it falls over that engine cutoff switch should be turned off.

The passenger is certainly not helpless. Perhaps it would be a good thing to let him/her know it and even practice (at a dead stop, engine off, on the side stand) assuming control, no?

Following is a picture of Cash and myself using my GoldWing in a Co-Rider Safety Demo showing her taking control of my bike even though I was still in the rider's saddle and there is a backrest between us. Note that she was not standing nearly as tall as she could have should she have needed to because I was not as far out of the way as I was in the demo.



[Need I add that this is another reason why a person who prefers being a passenger and never intends to ride a bike by themselves should be encouraged to attend the MSF?]Please note that if she lays on the rider she tends to keep him on the bike. A good thing if traveling at 70 MPH, no?

For those of you who believe that the incident of a deer taking out the rider was an exaggeration, here is a story posted by the AP on June 5, 2013:

quote:

---

COTTONWOOD HEIGHTS, Utah (AP) - Authorities say a Utah deer was mortally wounded after she mounted a moving sport bike during rush hour.

Cottonwood Heights Police Sgt. Scott Peck says the doe dashed into traffic about 7:30 a.m. Tuesday and leaped onto the motorcycle.

Peck says the 19-year-old rider was knocked off and slid about 100 yards, while the bike kept going for about 300 yards.

The deer was disemboweled by the impact, fell from the motorcycle almost instantly and later succumbed to her injuries.

Police say the rider was wearing protective gear and appeared to suffer little more than road rash.

Officers say they see about 50 deer-related accidents a year in Cottonwood Heights as the animals migrate through nearby mountains. But Peck said a deer mounting a bike was "kind of a first."

Copyright © 1992 - 2025 by The Master Strategy Group, all rights reserved. <http://www.msgroup.org> (James R. Davis is a recognized [expert witness](#) in the fields of Motorcycle Safety/Dynamics.)

**Ride with Pride,**  
**Walter Knight**  
**Chapter Safety Officer**

## **Road Captains**

### **Handling Curves**

#### **A better line**

By: James R. Davis

Taking curves is rather a personal choice in terms of selection of entry and exit points as well as speed, it seems to me.

For example, the typical advice I have heard from others is to choose an entry point that allows you to make the curve using the smoothest line thru it so that you always have the least lean demand. This, of course, gives you the most ability to compensate your path through the curve should you find a need to do so. It also means that you hit the apex of the curve at about its middle. That is, you enter from the outside edge of the curve, then move towards the inside until you reach its apex, then continue from there outwards until you are once again at the outside of the curve just as you exit it.

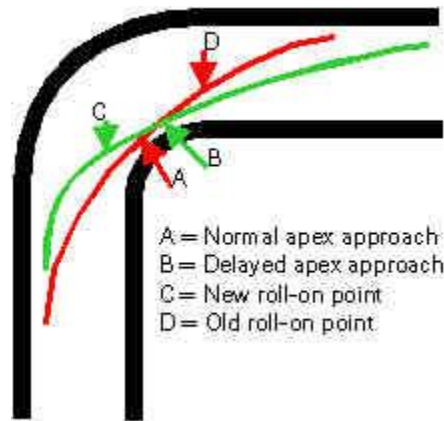
I, on the other hand, do not normally do this. I prefer to delay my entry into the curve. That is, I stay to the outside edge well past the normal entry point, then turn much more sharply into it and hit the inside much beyond the normal apex. This gives me two significant (to me) advantages over the 'smoothest' course:

- I get the lean that I enjoy (read: crave!) in the beginning of the curve where I have seen all that I need to see in terms of potential trouble.
- When I exit the turn I am traveling at a much reduced angle relative to the path of the road. That is, since I am closer to the end of the curve when I reach the inside than is the normal apex, I have fewer degrees of the arc left to go before I am again going in a straight line. Said differently, if the road changes

directions by a matter of 90 degrees through a curve, no matter what path you select through it you will have totaled 90 degrees when you are out of it. Since I turn more into the curve at my delayed entry point, I have less left to go to complete the turn when I am near the exit.

This last advantage is of profound importance, in my opinion. This gives me far more ability to handle unexpected problems as I get closer to the end of the curve. For example, what if it turns out to be a decreasing radius curve after all, or if there is gravel in the road that was not visible at its entry?

By the way, when I said that 'I stay to the outside edge' above I in no way meant to imply that I get close to the line. Far too many people seem to think that they have performed a safe maneuver thru a curve so long as their wheels do not touch or cross the (center) line. WRONG! If any part of your motorcycle crosses that line, including just a grip, you are in the path of oncoming traffic, and are in THEIR lane.



In any event, I TRY to overshoot my entry to a curve. Then I aggressively push-steer into it, and delay reaching the inside of the curve well past its apex. This also, incidentally, allows me to start an aggressive roll-on of my throttle sooner than when I am at the inside of the curve which gives me a better handling bike through the majority of it. I should add that this delayed entry approach requires that you get in the habit of not entering the curve too fast. Further, the right approach speed is one which requires NO BRAKING at entry.

[You should use MODEST throttle roll-on all the way through any curve. The 'roll-on point' that is shown in the graphic is where you can go after a higher exit speed if you happen to be aggressive with your bike.]

If you find that you cross the outside line, ever, then it is time to reassess what you are doing. Approaching the curve too fast? Insufficient confidence to aggressively push-steer when you need to? Insufficient experience to pick a good line? Lack of respect for the laws of chance (one of those times a 4-wheeler will have two of them across the line)? Acting like riding with friends is a competitive sport? Whatever it is, if you ever cross that center line you are riding above your abilities (and everyone around you will know it) and you need to change something soonest. Otherwise, make sure your relatives know your intentions relative to the donation of your organs.

This method is just my preference, after all, and it seems to me is generally safer than the 'smoothest line' method usually described.

Copyright Â© 1992 - 2025 by The Master Strategy Group, all rights reserved. <http://www.msgroup.org> (James R. Davis is a recognized [expert witness](#) in the fields of Motorcycle Safety/Dynamics.)

**Rene Noe, Terry Queen, Walter Knight, Andy Kolb, and John "Spot" McCloud**

# Chaplain's Corner

**Del Parris, Chaplain**  
**Blue Knights WVII**

## Quartermaster

Chapter items are at the clubhouse. If you need something contact me or one of the staff at the clubhouse. We have a lot of items on sale, please purchase something today. New shirts, hats, and new coins are in. Remember if there is an item that you think the chapter should purchase and have on sale, please bring it up at a meeting so we can vote on it.

**Rene Noe**  
**Quartermaster**

## Committee Report

At the July meeting the membership voted to continue with the 31<sup>st</sup> Annual Wild Wonderful Knights Rally. We are trying to get hotel for June 12<sup>th</sup>, 13<sup>th</sup>, and 14<sup>th</sup>, 2026. More information to come.

## \*Joke for the Day\*

"What's your name, boy?" Cop asked the young man.

"P-p-p-pet-pet-Peter, Sir" He replied.

"Do you have a stutter?" Asked the Cop kindly.

He answered "No sir, my dad has a stutter but the guy who filled out my Birth Certificate was an asshole."

## From Membership

### **UP COMING EVENTS**

#### **2025 EVENTS**

##### **August**

**2025 MDC Fall Conference/49<sup>th</sup> Annual Blue Ridge Rally;** Culpeper, VA, Aug 29 - Sept 1, 2025. Hosted by VA II, Baymont Hotel, Culpeper Inn, Event includes breakfast buffet, (540) 825-1253, Blue Knights Virginia – II, P.O. Box 2264, Merrifield, VA 22116-2264. Contact Dan Rivard 703-314-1012 or [VA2@blueknights.org](mailto:VA2@blueknights.org).

**Sick, Ill, or in Distress:** Brother Stevens s/o Becky Green just had surgery and is at home recovering. Brother Wikert's wife is getting Chemo treatments. Brother Jim Enoch still recovering from nose surgery.

**Next Meeting:** Our next meeting will be August 14<sup>th</sup>, 2025 at 7 PM at the Blue Knights West Virginia 2 Clubhouse, 245 Emily Drive, Clarksburg, WV.

**Drawing:** July drawing was \$20.00. Justin Talkington name was drawn and he was not present. August drawing will be \$25.00



**Members in Attendance:** Don Wikert, Fred LePera, Mike Neely, Ed Martin, Rexann Martin, Jim Enoch, Chuck Luzader, Robert Davis II, Andy Kolb, Walter Knight, Bill Kacinec, Marty McNulty and Bill Bradley.

**Guest:** Brandi Knight.

**Facebook:** Becky Green, Lou Stevens, Bob Rhodes, Chuckie Diaz, Larry Bailey, John Michael Pollinger, Jen Prince, Keith Lipsey, and Bridget Swisher.

### Next Meeting

Our next meeting will be August 14<sup>th</sup>, 2025 at 7 PM at the Blue Knights West Virginia 2 Clubhouse, 245 Emily Drive, Clarksburg, WV.

### **ARE YOU A MEMBER YET?**

**Hey**, just to let you know that if you are a Blue Knight member you can join the Justice Federal Credit Union for just \$5.00 and also get one of their credit cards.

It would be great to get as many chapter members as possible to join up.

VISA® REWARDS CREDIT CARD

**GIVE BACK**

Each time you use your Blue Knights® VISA Rewards Credit Card, we'll **GIVE BACK** to the Blue Knights International Law Enforcement Motorcycle Club, Inc.

Receive a **\$50 VISA Statement Credit** when you open a new card.\*\*

**JUSTICE**  
Federal Credit Union  
Federally Insured by NCUA