



## November 2020 Newsletter

Volume 24 Issue 11

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

Well just to let everyone know that the 2020 Christmas Party has been canceled.

The next thing is that it has been decided that each member will receive two (2) of the Chapter Christmas Ornaments that we order. They should be here around the first or second week of December. As soon as they arrive, I will send out an email and try and get them to each of you as fast as I can. I am hoping to meet with most members to reduce the cost of shipping them out.

I am hoping that we can get several members to show up at the 2020 Harrison County Toy Run on Sunday, November 29, 2020 at South Harrison High School, Lost Creek, WV. Lineup before 12:30 pm. Kickstands up at 1 PM.

I am asking if we have someone that would like to step up and take the director's position. We also need a quartermaster for the chapter.

Rexann and I wish each and everyone of you a very Happy Thanksgiving.

Ride with Pride

**Ed & Rexann Martin**

304-622-0135 bkww2@aol.com

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

At our November 12, 2020 I thanked everyone that attend the Back the Blue event in Morgantown last month. I also gave a report as to the Civilian Police Review Board that the Morgantown City council is attempting to make an ordinance there. It is too long to go into here, so if you have any question please contact me and I will explain it all to you. Since part of my job is recruitment and retention, I made a motion that the chapter pay for all the chapter members' dues for 2021 since 2020 was such a horrible year and not many members were able (or dared) to ride due to the Covid 19 restrictions. The dues are \$30.00 per member. We do have enough funds to do this. The motion passed so you will not be getting emails and phone calls from me pestering you about paying you dues this time.

Now I am asking each member to try and recruit one member before riding season starts. Maybe since the chapter paid your 2021 dues, you could pay for the new recruit to help him/her get started. Show them what the Blue Knight Brotherhood is all about. Let's start planning a few rides for the 2021 season. I also ask that each member try and get more involved as to going to conference events.

I want to wish all of you a Happy Thanksgiving.

**Catch the fever.**

Ride with Pride

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

***Jim Enoch***

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

**Our next meeting will be Thursday, December 10<sup>th</sup>, 2020 at 7 PM.**

Respectfully,

George D. "Robby" Robinson

Blue Knights WVII Secretary

[robinsonsmc77@gmail.com](mailto:robinsonsmc77@gmail.com)

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

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

All bills are paid and chapter doing well.

The chapter will be paying your dues for 2021.

Have a Happy Thanksgiving.

***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**

### **Motorcycle Safety Tips For Autumn**

Just because summer is over doesn't mean you have to stop riding your motorcycle. But if you're going to ride in autumn, make sure you're doing so safely.

Here are tips to prepare for riding your motorcycle in autumn:

#### **Dress appropriately**

In many U.S. regions, autumn temperatures can fluctuate greatly over the course of a single day. Morning might start out in the 30s but by mid-afternoon, it could be over 70. Counter these weather changes by dressing in layers.

Leather jackets are perfect for autumn bike riding. In summer, it's often too hot, but in the fall, a leather jacket is a great piece of protection from the wind and dropping temperature. If you buy one that has a removable lining, then you can even wear it if the weather gets warm again.

Also bring multiple pairs of gloves with you if you use your bike to commute. A thick pair could be ideal on a cold morning, but on your ride home, if the temperature has picked up, you might want something lighter or fingerless.

#### **Look out for riding hazards**

Leaves, twigs and other debris from trees often fall into streets during this time of year. While your bike can withstand running over a single leaf, road debris should generally be avoided. Hidden under some leaves could be something sharp that could give your bike a flat tire or potentially cause a road accident.

### **Have rain gear**

Keep rain gear stashed on your bike if possible. The rain paired with chilly weather could cause hypothermia, or at the very least impair your riding ability. According to a 10-year study by the U.S. Federal Highway Administration, [11 percent of all vehicle accidents](#) are caused by rain. Make sure you're prepared in every way you can be for it.

**Ride with Pride,  
Walter Knight**

## **Road Captains**

### **TIPS FOR WINTERIZING YOUR BIKE**

It's easy to prepare your motorcycle's physical body for storage during the winter months, but ensuring its fluids are ready, too, are often overlooked. Follow the quick guide below to help your motorcycle look and function as it should once it comes out of storage for the winter, so your first ride of the spring can be just as great as when you first purchased it.

#### **Stabilize fuel and prep the battery.**

Unleaded fuel begins to deteriorate after about three to four weeks. To help keep fuel from becoming sludgy and oxidizing or turning into varnish, run the engine for at least 15 minutes after adding a quality fuel stabilizer. Keep the tank full, to prevent moisture from building up and rusting the gas tank. Hooking the battery up to a battery tender or trickle charger (for under a half hour each day), can save your battery throughout the winter to be used again in the spring.

#### **Change oil and inspect tires.**

After stabilizing fuel, perform an oil change to prevent oxidization from prolonged lack of activity.

Use the same quality of oil that you would typically use in your car. A synthetic oil will ensure a good ride and quality lubrication when you re-open your bike to ride again in the spring.

Deflating tires and re-inflating them for storage during winter months will help eliminate any moisture build-up and ensure proper inflation. If you can, elevate your bike during storage to keep tires in good shape and uncracked as the air compresses in the cold. Using a good tire cleaner will keep tires looking fresh.

#### **Clean and lubricate.**

Make sure your motorcycle is completely clean of dirt, bugs, salt and sand before storing. Traces of these items can cause corrosion and rust when sitting for long periods of time. Once you've cleaned it with a soft sponge or cloth, polish your bike with a quality polish. Include the bike body, any chrome parts and the saddlebag. Be sure to lubricate the chain, so that it is not rusted when you take your bike out in the springtime. If you think of it, lubrication again mid-winter will ensure rust stays away.

Keeping your motorcycle's fluids at their best during the cold months of winter will help it run best once it's out of storage. These can be quick and easy ways to keep your motorcycle looking and functioning great.

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

# Chaplain's Corner

November, 2020

That we go from the season of "Thanksgiving" to the season of "Giving" may not just be a fluke. There actually seems to be a correlation between gratitude and generosity. The person who is thankful for what he/she has seems more willing to give up something than the one who forgets what he/she does have but always wants more.

And the truth is: we have a lot to be thankful for. Regardless of the frustrations and setbacks in life, most of us have been blessed with an abundance of material things compared to the rest of the world. We could also count as blessings for which to be thankful: family, friends, the physical beauty of West Virginia, and for the grace and love of our Creator. In fact, I occasionally make a list of the blessings in my life. No matter how bad the day or week has been I am always overwhelmed with the list of what has been good.

In her book, *Fresh Bread*, Joyce Rupp contends that if we are truly grateful for our blessings and what we have it is an easy step to share with others. She suggests we look around our houses and find those items we can do without. But material possessions are not all we can give. We can give our time, our listening ear, our stories, and our love. If you want more out of life, then share more of your life with others. Be thankful and be generous.

Del Parris

**Del Parris, Chaplain  
Blue Knights WVII**

## Quartermaster Quartermaster Report 8OCT20

Nothing to report.

### Inventory:

Coins 57, Hats: Solid 14, Mesh 10, Chapter Pins 80, Paracord bracelet 13, BK WVII Chapter Patch 99, New style BK patch 82, Heaven 1 Patch (no trademark) 76, Big International BK Patch 3, Upper Rocker 7, Lower Rocker 6, Large Chapter Flag 1, BK Medium Patch (back) 6, BK Small Patch (front) 6, LE & MC set 9

Robert L Davis II

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### **\*Joke for the Day\***

I'm not sure if I lost my camo pants or if they're just doing a really good job.

## From the Members

Lou Stevens

I got one. We went to Cocoa Beach and I paid \$2.50 an hour to park. I only paid for an hour cause we were just going in to the restaurant to eat. I got back 2 minutes late and already had a parking ticket for \$38. 2 lousy minutes. It only cost \$10 to park all day.

## MDC Safety Officer

# Not tonight, deer: Tips to avoid hitting a deer on your motorcycle

Mark Gardiner

The Pittsburgh MotoAmerica round got off to a somber start last weekend when racers and teams learned that Brian Drebber, the popular series announcer, [was killed while riding from his home in Georgia to the airport](#). Brian was on the way to Pittsburgh to call the races when he collided with a deer.

Drebber was certainly not the first very experienced rider to be taken out by a deer strike. Larry Grodsky, who wrote the "Stayin' Safe" column in Rider magazine for decades, also died after a collision with a deer in Texas.

I lived in Alberta and worked in Canada's Rocky Mountain national parks for a few years, amidst one of the world's most abundant and diverse deer populations. So I know from experience that some deer collisions are practically impossible to avoid. But, as we're about to enter the highest-risk season for deer strikes, now's a good time to review best practices.

There are five main American deer species. In the order you're likely to see them on roadsides, whitetail deer predominate, followed by mule deer, elk and moose; unless you're riding in very remote terrain, you won't encounter caribou.





Whitetail deer, once nearly wiped out, are now the most common animal threat for motorcyclists. They'd be cute if only they'd stay in the woods. Photo by Lance Oliver.

Around 100 years ago, whitetails were hunted to near extinction, but the advent of modern wildlife management practices, the near eradication of predators like wolves and mountain lions and, more recently, a decrease in sport and subsistence hunting, all conspired to create a deer population boom in the 20th century. About 30 million deer now live in the United States — almost as many as there were before the arrival of European settlers.

That's a lot of deer, and they adapt remarkably well to living in close proximity to people. As anyone with a vegetable garden knows, you're now as likely to encounter deer in the suburbs as you are when riding in the country. The unlucky guy in the video below found out not only that you don't have to be in the country to hit a deer, but also that it can happen in your first minute of having a motorcycle

license. According to the Insurance Institute for Highway Safety, the five states with the highest risk of deer strikes are West Virginia, Montana, Pennsylvania, Iowa, and South Dakota. As that list suggests, there's not any particular region of the country where you're safe. According to State Farm, one out of every 41 West Virginia customers filed a deer strike claim in 2016!

Unfortunately and unsurprisingly, motorcycle riders are far more likely to be injured in a deer strike than are car drivers. I've seen data gathered by the Michigan DOT that suggests about three quarters of motorcycle-deer collisions result in injury to the rider and/or passenger. When they studied deer strikes in 2009, all nine fatalities in Michigan were motorcyclists. According to the AAA, motorcycles — which account for less than one percent of vehicle miles traveled — account for 70 percent of deer-strike fatalities. Ouch.

So, what can you do to reduce the chance that you'll become such as statistic?

## Think like a hunter

You know who is rarely surprised by deer on the roads? Hunters, because they know where deer can be expected, and watch for them. If you're going to ride in deer country — which basically means, if you're going to ride anywhere that's actually fun — you should learn to think like a hunter.

I'm not kidding. Like Field & Stream on Facebook and read their deer hunting tips. Even better, take a hunter education course and start hunting (as they say, If you're not part of the solution, you're part of the problem).

Common Tread contributor Teri Conrad's Kawasaki Drifter lost half its distinctive front fender when she hit a deer, but because she was able to keep the motorcycle upright, she was able to continue the ride and was uninjured. A whitetail deer usually doesn't weigh more than 150 pounds, so riders are most often

killed or seriously hurt because they crash, not because of the initial impact with the animal. Photo by Teri Conrad.

Deer populations peak in the spring, but the risk of hitting them on the road peaks in October, November, and December, during the annual rut. Deer are on the move at this time of year. It's also the time of year when mature adults weigh the most, making collisions that much worse.

Although you can encounter deer at any time of the day or night, they are most active between dusk and midnight, then again at first light. They typically spend the middle of the day in deep cover, but most deer are not really forest dwellers. Learn to identify edge habitat; prime food sources such as standing corn, mast crops like acorns, and orchards; and travel corridors like treelines, hedgerows, and gullies.

Are you riding through prime habitat? Are you crossing a small gully (especially one channeled into a culvert)? Are you passing between a food supply and cover at dawn or dusk? Slow down and pay extra attention.

Deer are herd animals. If you see one crossing the road in front of you, be alert to others that might be following (as the video below shows). If you see deer on both sides of the road, there's an excellent chance that as you approach, the herd will coalesce. This is especially true if there's one individual on one side and several on the other side; the solo animal will want to get into the safety of the herd when alarmed. Deer are fleet animals that run from a perceived threat. Unfortunately, they evolved a flight response for wolves, not motorcycles. As a consequence, they tend to zig-zag and change direction after an initial startled leap. What this means to you is, if you see one crossing the road in front of you, don't assume you can just adjust your line to pass behind it. If you scare it, it may well reverse course and cross your path again.

## **Assess and improve your skills**

Always cover the front brake. Practice emergency stops. Attend a track day. Get expert training. When you spot a deer ahead, your front brake is a lifesaver, but only if you're ready, willing, and able to use it right.

Play "What if?" with yourself. When you come across good deer habitat, ask yourself, "What would I do if Bambi jumped out from behind that bush?" Mentally rehearse applying the brakes and aiming for a gap with aggressive counter-steering, not target-fixating on the deer.

I've actually heard people claim they increase speed, with the idea that spending less time near the deer limits the opportunity to hit it. This is not just nuts, it's super-nuts. When you take your hunter education course they'll teach you that a bullet's kinetic energy and destructive force is a function of mass times velocity squared. In a worst-case scenario, you are way better off scrubbing as much speed as possible and hitting the beast at a slower speed.

## **Ride for the conditions**

First, the obvious: Don't ignore deer crossing signs, especially at peak times! Pay attention to roadkill; deer travel along the same paths and tend to be hit in the same places over and over. Wear a helmet and the best protective gear you can afford, or at least better than the shorts the guy in this video is wearing. If you're out riding in the country, you should already be watching for traffic, cross traffic, blind driveways, cops... all that goes without saying. But a lot of riders choose a speed based on those human factors and then basically play Russian roulette as far as animals are concerned.

Anywhere that you could encounter deer you should also scan and assess the verges of the road. How close is the treeline? When was the right-of-way last mowed? If the grass in the ditch is waist high, you won't see deer until they step right onto the shoulder. Processing that additional visual information means slowing down for safety.

If you're riding in a group, increase your following distance and maintain a staggered formation in order to give each rider time and space to brake and take evasive action. If you see deer ahead, slow down and do something (for example, raise an arm or stick out a leg, or flash your brake light) to ensure following riders notice, too. If you pass deer near the road, consider flashing your high beam or honking to warn oncoming drivers and riders.

There are times of year and times of day when, given the choice of a fun two-lane state highway or a boring Interstate, I choose the slab because it tends to have wider verges and a wider shoulder, giving me better sightlines. (Although lots of deer are hit on Interstate highways, the per-passenger-mile risk is much lower than the risk on country roads.)

## Six more tips

I like to cheat my lane position as close to the centerline as possible, on the theory that deer enter the road from the sides, and because I want the ability to choose an escape path to either side.

Don't over-ride your headlights! Seriously. Your motorcycle's headlights are probably not as good as the average car's. Next time you're riding on an unfamiliar country road at night, try stopping before you get to the next mailbox. You'll probably find that exercise to be a challenge, even at the posted speed limit (which seems frustratingly slow in daylight.) If you frequently ride in primo deer country, you should equip your bike with extra lights. And do not get caught out after dark with a dark face shield.

Insurance industry research has largely discredited "deer whistles." Some people advocate flashing your lights and/or honking your horn if a deer seems transfixed by your headlights. Trying those things is probably beyond the capability of most people in a panic-stop situation. If you get your speed down to 15 miles an hour and you still have 50 to 100 feet to work with, feel free to flash your lights and honk, and let me know if it seems to work.

(True story: I once saw an RCMP car stopped right on the main street in Banff, Alberta; the car blocked by a massive bull elk at the height of the rut. After a long standoff, the cop turned on his flashing lights and let out a little whoop from his siren. The bull immediately returned a furious grunt and slammed an impressive rack of antlers into the cop car's push-bumper. If that had been a motorcycle cop, it would've gone badly for him.)



If you think deer are bad, may you never meet a moose on the road. Photo by USAF Staff Sgt Joshua Strang. In high-risk conditions, I like to tuck in behind another vehicle whenever possible. Yes, it's a "deer-catcher," but the biggest advantage to following a car is you get to look way ahead into the area illuminated by that vehicle's headlights. Don't tailgate so close that if the driver sees a deer and hits the brakes, you'll rear-end him. But do pick a distance such that if he scares a deer off the road, it won't have time to get back in your way.

In poor light, deer are remarkably well camouflaged. Your best hope of seeing them is catching the light reflected from their eyes. There are lots of little reflectors out on country roads, marking gates and such, but those reflectors don't blink when caught in your headlight!

Any time distant headlights or taillights seem to flicker, it could be because your line of sight was momentarily blocked by a deer. If you see brake lights come on way up the road for no apparent reason, take it easy as you approach that spot.

## Disclaimer

Even if you do everything right, deer strikes remain probably the hardest crashes to avoid. When I pitched this story to Lance, he gave me two sobering examples. Lance took the Stayin' Safe rider training course when Larry Grodsky taught it and described Larry as the most aware, alert motorcyclist he'd ever ridden



with. Long before his death, Larry told his fiancée that the one thing that might take him out some day was a deer, and sadly she told that story at his funeral. The other example Lance told me about was a guy he knows who was taken out by a deer that leaped from an embankment above the road, landing on the rider's helmet. The rider survived, but he had no chance of seeing that deer until it literally fell on top of him. In a situation like that, all you can do is hope your safety gear will save your life. If you regularly ride in deer country and have tips of your own, please add them in the comments. In the meantime, if you follow my advice there's a good chance you'll anticipate your next deer encounter, see it in time to avoid it and ride on after muttering, "Not tonight, deer."

### IMAGE GALLERY



**Robert (Bud) Overby**  
**MDC Safety Officer**  
**BKNCVIII**

**Ride Safe, Ride Often & Ride with Pride !**

## Committee Reports/From Membership

2021 MDC/WWK it appears that there are still about 40 rooms left for the event. We will be contacting the downtown visitor's bureau to get things set back up for 2021 soon. American Legion and Holiday Inn Express are both working well with us. DJ is going to still be with us for 2021.

## UP COMING EVENTS

### November

**Harrison County Toy Run:** November 29, 2020 at South Harrison High School, Lost Creek, WV  
Lineup before 12:30 pm. Kickstands up at 1 PM.

### 2021 February

**2021 Winter Mason Dixon Conference Weekend:** February 12th – 14th, 2021, Chesapeake, VA, Hosted by VA V. Delta by Marriott, 725 Woodlake Dr, Chesapeake, VA 23320. Contact Meredith Brinkley DIRECT @ 757-448-6542 for room reservations. Room are \$89.00 per night and registration for event is \$89.00 per person or \$160.00 per couple. After Feb 1<sup>st</sup>, 2021 add \$10.00. Contact person "Spike" Johnson @ 757-418-1935 [spike102@verizon.net](mailto:spike102@verizon.net) Ronnie Young @ 757-651-3300 [rwybkva5@aol.com](mailto:rwybkva5@aol.com)

### 2021 May

**2021 Spring MDC & Wild & Wonderful Knights,** Hosted by West Virginia II. Host hotel is the Holiday Inn Express & Suites. Elkins, WV. May 28 – 31, 2021. There is a limit number of rooms, 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 and the Code is BLU, Rooms \$125.00 per night plus tax. Event registration is \$85.00 per person before April 1<sup>st</sup>, 2021, and \$95.00 after April 1<sup>st</sup>, 2021.

## 2021 June

**Heaven I Ride:** Saturday, June 12<sup>th</sup>, 2021. The ride will start at the Blue Knights West Virginia 2 Clubhouse, 245 Emily Drive, Clarksburg, WV 26301. We will ride to visit most of our members that have transferred to Heaven I. This will be a daylong event lasting for about 7 hours or more depending on the stops. Basically, it will start at the Blue Knights Clubhouse and travel to at least 4 cemeteries and then back to the Blue Knights Clubhouse. It looks like about 240 miles and about 5 hours driving time. With putting flags on the graves and gas stops plus food stops, it will be about 7 hours. With doing it in mid-June there should not be a problem with daylight.

**Sick - Ill or in Distress:** Brother Don Wikert has eye surgery. Brother Chuck Luzader still recovering from his surgery. Brother Neely doing better and his wife Gloria is doing fair from Chemo treatment. They found a lump on her lung now. Gloria will have surgery again on November 23. Please keep them all in your prayers.

**Drawing:** No more drawings until 2021.

### **Members in attendance:**

Members in Attendance: Ed Martin, Rexann Martin, Ethel Tyler, Jim Enoch, Chuck Luzader, Marty McNulty, Mike Neely, Fred LePera, Ron Watson, Doug Baker, Randy Biggins, and Andy Kolb.

On Zoom: Don Wikert and Rene Noe.

## **Next Meeting Location**

**Our next meeting will be Thursday, December 10, 2020 at 7 PM at the Blue Knights West Virginia 2 Clubhouse, 245 Emily Drive, Clarksburg, WV 26301**

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