



From the President's
Desk

Red Knights

Mass Chapter 2 — March '07

<http://www.rk-mass2.org>

Loyal to Our Duty

During the Killington Classic last September I got caught about four miles from the hotel in a heavy thunderstorm – it was the only rain we saw during our time in Vermont! I took shelter under a portico of an elementary school until the rain let up. As I waited there I watched as droves of other riders rolled by. Some appeared “hunkered down” battling the wind and rain pressing on to their destination. Others beeped and waved as they passed, apparently not letting the change in the weather affect their outlook on why they were cruising the byways of Vermont.

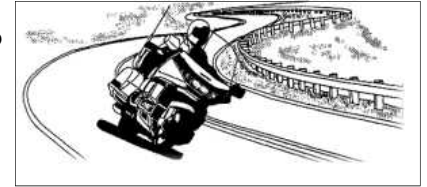
A recent editorial in Motorcycle Consumer News by our friend Fred Rau got me thinking about that weather – and our group of friends. Fred’s editorial spoke of “attitude” and how a good attitude can turn a poor situation around and a poor attitude can do the same – even during a good situation. He told of a tour he was on where the weather was not cooperating. While drip-drying in the hotel lobby he watched as other riders dismounted their drenched steeds and began filing into the hotel. Many were laughing and joking, and making the best of the situation and the weather – and were still having a lot of fun. As I

**Spring Business Meeting
and Pot-luck for Mass-
Chapter-2**

Saturday, April 28 at Noon

Thanks to the cooking skills of Mary Barclay we will be enjoying a Braised Beef dinner at our spring business meeting.

Meet at the “On Site Academy” on Mill Street in Gardner at noon. Part of the business program will be a presentation by staff at the On Site Academy about their work with Critical Incident Stress with Emergency Workers .



Young riders pick a destination and go... Old riders pick a direction and go. It's time to pick a direction!

read that, I could picture our circle of riders in that scenario. (Sounds vaguely familiar, like at the convention in New York where the hotel staff followed Peg around with towels as she left a trail after returning from the BBQ!)

Fred’s editorial went on to talk about one couple that came into the hotel with a dark cloud hanging over the rider’s spouse. It was obvious that she did not want to be there, was not having a good time, deplored the weather and their choice of transportation – and NOTHING was going to cheat her out of being in a rotten mood! Unfortunately that type of misgiving can cause disdain for more than just the one couple. Although we all have our grumpy times, I am glad to say that we don’t see each other’s negative mood changes too often! We all know that the sour moods can be contagious; but so can the attitudes from the people having a good time too.

What I am trying to say is that we get what we give. Your officers have worked on putting together a pretty lengthy ride and event schedule for you all to enjoy. We have over 70 members in the club and we would love to see each and every one of you come out to one of the rides or events – and have a great time with us when you do! I know that we will still have a great time together whether we are wet or dry and whether our sunshine is provided by Mother Nature or our laughter.

Last summer we seemed to be in and around the rain drops a lot. I would suspect that we will see our fair share of wet roads and rainy skies in 2007 as well. So come join us for some of our rides and activities this year – there is a lot planned. Just keep a towel stowed on the bike to help dry off the fun that falls on you!

Many of us took advantage of our “odd” winter weather this year to either take some late season rides in 2006 or begin the season early in 2007 with some January rides. But it is time now to shine up all the bikes and begin the adventures for the new year!

To compensate for the times that we are caught in bad weather we need to continuously hone our riding skills and review how safe a rider and how well prepared a rider we are. In this newsletter there are several reprinted articles and data that discuss rider safety and past motorcycle statistics. Now that it is the beginning of our riding season our thoughts should not only be on the rides ahead – but on how we all need to sharpen our skills and refresh ourselves since we have become rusty over the winter. Take some time to not only inspect your bike before your rides begin, but also spend some time to inspect and shine up your skills before you ride.

Be safe and we will see you on the road this year!

2007 Chapter Raffle

Our chapter's generosity is accomplished through the fundraising efforts of each member. – Please help us by supporting this year's chapter raffle.

The tickets will be out soon for this year's chapter raffle and we are asking everyone to buy and sell some between now and the end of May. Our raffle is a similar format as last year. We are selling \$5 tickets and the prizes are 200 scratch tickets for first place, 100 scratch tickets for second place and 50 scratch tickets for third and fourth place.

Our chapter is very generous each year with donations to many causes that help people in our area. We are able to do this because of our successful fundraising.

Bob Laford (978-724-3270) will be getting the tickets around over the next month. Please consider buying and selling some to support the chapter. We'll draw the winners at our Ice Cream Ride on Tuesday, June 19.

Come join us at the
*Annual Red Knights New England Regional
Cape Cod Weekend on May 4-6, 2007*

We're on the lower Cape, beyond the elbow again this year, with our host hotel in Eastham. That opens up some great roads and restaurants along the coastline for us and give us some wonderful vistas to enjoy on our first big ride of the season.

Our host hotel will be the Town Crier and the cost will be similar to last year. More info will be out as soon as details are complete.

Meet at **Westminster FD** at 9:00 am on Friday, **May 4** (we'll pick up more at the 140/12 intersection at 9:30).

Anyone want to hold over to Monday too? The secret to the Cape traffic is that on Monday morning there is no traffic and it is a wonderful ride off the Cape and back home!

Americade...

Just like the swallows returning to Capistrano each spring – the Red Knights (and thousands of other bikes) return to Lake George, NY each June. Americade is celebrating its 25th anniversary this year – and for nearly all of those years we have had membership there!

It does not matter what the weather – and we have seen it all – the Americade staff has a fun filled week planned for all those who make the journey to New York. The Red Knights have plans in the works as well to help make it a great time for everyone!

Our chapter usually has between 20 and 30 people who either come for a day or two... or stay for the entire week. It is always a great time.

...we'll probably have our "chapter ride" on Monday as we did last year. Ed is already pouring over the maps, routes, restaurants, and potential stops in up-state New York to see what kind of a ride we can plan. So if you're plans land you in Lake George the beginning of the week, think about enjoying the Adirondack's with us before the Tent-city vendors are open.

- **Three-course Dinner** hosted by the Red Knights on Wednesday evening. This is one of the events you can choose to attend on your registration form.
- **Wednesday afternoon seminar on "Planning for a long distance trip"** presented by our own Bob Laford, at Roaring Brook Ranch... based on Bob's series of articles that appeared in Wing World magazine.
- **RKMC Open House and Meeting** at the Lake George FD Thursday evening, June 8 with several hundred other Red Knights.
- **Saturday's parade usually boasts nearly 100 Red Knights.** It's a fun motorcycle-only parade that winds through Lake George Village to the top of Prospect Mountain.

Are you planning on going to Americade in June? Then JOIN US AT THE KILHART'S in Athol for an **AMERICADE Planning Pot Luck**. Give Darlene a call at 978-249-2983 to let her know if you are coming — or if you need directions. Sunday, March 4 – 1:00 p.m. in Athol.

One ride that is not on our schedule is the

Fitzzy's Alzheimer's Ride

Sponsored by the Ashby Firefighters (and others) it is a ride to raise funds for Alzheimer's research in honor of the retired Fire Chief's wife. The ride is on Saturday, June 23, and meets at the Ashby school on Route 119.

Please think about door prizes to help our the Red Knights International at the Wednesday evening dinner at Roaring Brook Ranch at Americade. We have had around 100 door prizes to award dinner attendees the last few years... and that has been far more than ANY of the corporate sponsors involved with Americade!

Convention 2007 is almost here!

The 25th anniversary convention is approaching quickly and Mass-2 has been helping the planning committee along the way. Among other things (like developing self-guided tours and the pre-convention trip) our members will be overseeing the pre-registration before the convention and the registration check-in during the convention.

As our treasurer has mentioned, sometimes a convention is frustrating because not enough planning is given to the check-in process. We're going to change that with all the help that you members have offered – it's going to be well-planned and efficient operation to provide the best service to our visiting members!

As time gets closer we will develop a table schedule so no one person has to be burdened with a lot of table time.

Have you made your reservations at the hotel in Worcester? More information will be in the International newsletter in May, but you can get updated info and also download a registration form before that by visiting the web page at www.redknightsmc.com/2007.

Convention support

Included in this mailing is a letter from Convention Chairman Don Parker asking for support for the program/ad booklet. As many of you know the convention booklet is one way to cover some of the expenses that the host chapter incurs.

Since the convention is on our home turf, Don has asked for our help in soliciting area businesses for ads. There are many local businesses that we routinely patronize that would be willing to purchase an ad if asked. Please make copies of this letter and visit a favorite business or two and ask for their support for our convention.

Our chapter has voted to take out an ad on behalf of the chapter. Also, please consider joining Diona & I and Ed & Peg Brouillet in purchasing a personal ad for yourselves welcoming our Red Knights brethren to Massachusetts. The ad prices are very reasonable and each ad will help in funding the convention needs.

25th Anniversary Convention of the Red Knights
August 16-19, 2007 - Worcester, Massachusetts
Crowne Plaza Hotel @ 508-791-1600 or 800-628-4240

\$95 a night base rate at the hotel
(Convention registration is \$95 per person)

Upcoming Rides & Events for '07

Saturday, April 14. **Athol "River Rat Race Parade" and RK Brunch afterward.** *Weather permitting* we'll have the Red Knights lead the Fire Engines down Athol's Main Street for their annual River Rat Race Parade... and then head out for brunch afterward. **Bring your Fire Helmet!** Meet in Westminster at 8:00 am & we'll re-group at Athol High School at 8:30.

Monday, April 16.
It's Patriot's Day — Wanna Ride? Contact Bob if you want to go for a holiday ride.

Sunday, May 20. **A ride into Rhode Island to enjoy dinner at Wright's Chicken Farm.** We'll meet at WFD at 11:00 a.m. and take a leisurely ride into the smallest state and enjoy Sunday dinner at Wright's.

Sunday, June 17. **Father's Day Ride—come play with the trucks and bikes.** We'll meet at WFD at 9:00 a.m. and head off to Canterbury, CT for a visit to their truck museum and then a stop in Plainfield at Excalibur Motorsports to look at the bikes!

Tuesday, June 19. **Annual Club Raffle Drawing at the Ice Cream Ride**

Saturday, June 30. **Day ride to Wells, Maine to visit our snow birds.** We'll meet at WFD at 8:00 a.m. and take advantage of the long daylight hours for a ride to Wells, Maine to have lunch with Marty & Cliff!

Come enjoy Route 100 and the Green Mountains
at the Swiss Farm Inn

We have booked a Vermont B&B for the weekend of July 6-8. We will be the only guests and the roads around central Vermont will be all ours for the weekend!

The catch is that there are only 15 rooms. So the first fifteen people to make reservations get to enjoy the weekend in the Mountains with us.

The cost is \$55 per night (Friday and Saturday) and that includes a great breakfast. We will also be having dinner at the B&B on Friday night and that is an extra \$15 per person.

***Then we will spend Saturday lost
in the Mountains of Vermont!***

Come join us. Please make your reservation (**NOW**) by contacting the Swiss Farm Inn at 800-245-5126 and mention you are with the Red Knights. Also let Bob Laford know so he can keep track of who is going. If by chance there are still rooms open by May 1 we will open those spaces to friends and members from other chapters.

• It's been a weird winter for weather. Many of us had the opportunity to ride late in December and early in January. We have also had some below zero degree days – but not too many! At our January breakfast ride we had about ten members and as we drove into Winchendon the skies clouded over and before breakfast was done it was snowing hard and we had to dust off an inch of snow from our cars. A few miles down the road in Templeton the roads were dry and the sun was out! We still have a few breakfast stops to make this year – so please join us!

- It was a cold and blustery day when we headed to Boston for the NE Motorcycle Expo — but we had 14 people meet the train and ran into a few more at the Bayside Expo Center. There were a lot of bikes, wares, and people to look at while in Boston and we had a great time. Lunch at Hooters and a quick walk to North Station and we caught the train with about 3 minutes to spare!
- What a great time we had with our winter country hay

ride and pot luck dinner in Ashby. Thanks go out to our hosts Linda and Wayne Stacy for their work in providing us a wonderful winter's afternoon and for arranging time with our draft horse hosts Bo and Luke to show us around the farm land, fields, and woods of Ashby! We had 28 attendees who got an early look at our '07 ride schedule and partook in lot's of food as well!

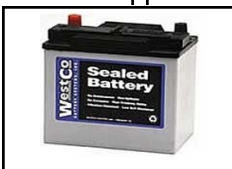
Membership News:

Thank you to Cliff Eldridge for representing our chapter at a solemn occasion in Florida. A NYC Firefighter, who had retired to Florida, was killed in an accident on Christmas Day. Cliff, along with Jack Downs and many other motorcyclists and firefighters paid their respects to the family and were part of the procession.

Congratulations to Steve Mickle on his successes in the motorcycle shows this winter. Watching him at Americade we know how much time and effort it takes to prep a bike for a show!

Congratulations and best wishes to Francis Wada and his better-half Donna on their new acquisition. After riding with us as a passenger during last riding season Donna was eager to become a rider on her own and has acquired a 2000 Honda Rebel. She is looking forward to a MSF Course and riding her new steed this year!

Congratulations to Kevin Martin on his recent appointment as Superintendent of Fire Alarms in Ashburnham.



Pre-convention in the White Mountains!

Are you looking at your calendar and thinking, “With the convention in Worcester, I have time for another trip in August!”

Consider joining members of the International Executive Board and other visiting Red Knights on a pre-convention trip into the White Mountains the weekend before the convention. Those members of the board from across the continent have been asking where they can ride to relax and enjoy themselves before the convention. With the help of International President Eddie B. and RK members in New Hampshire, plans are underway to rendezvous in New Hampshire for a few days on the twisties in the mountains. ***For more details, contact Ed.***

A little bird told me that while our “snow birds” were on a ride down in Florida with the Florida chapter, one of their members broke down. It was determined that the person’s battery was beyond “dead” and they would have to get a tow or trailer back home. Cliff stepped up and said, “You don’t need to get towed home.” The others laughed and said that unless you can make a new battery appear out of your magic saddlebag, this bike is not riding anywhere.

With that, Cliff went to his bike, pulled a new battery out of the saddlebag and got the guy running. When the crowd regained their composure, someone asked, “do you always carry a spare battery?” Cliff’s reply was, “Well yeah, doesn’t everyone?!”

I had to explain to the story teller that not only are Mass-2 people prepared with a spare battery, as Cliff was, we can probably come up with a spare stator or two for a Goldwing too!

It's Ice Cream rides on an evening each month from May through September and breakfast gatherings during the colder weather months instead of ice cream! Join us for some fun and camaraderie.

Most riders, when they think of motorcycle smells probably think of all the petroleum products and chemicals, not to mention the hand degreaser, that any proper garage inevitably has. Whereas I think of the food I have eaten on trips. To tell the truth, if I were in the perfume business I would make a hickory-smoked bacon version and I am sure it would sell a gazillion. Clement Salvadori – Rider Magazine

Join the Red Knights Breakfast Club

Each 3rd Saturday of October through April meet up at the **Westminster FD at 8:00 am** and we'll try a different breakfast place each month.

February 17 March 17 April 21 Oct. 20 @9am Nov. 17 Dec. 15

Join us for some Ice Cream

Each 2nd Tuesday of May through September meet up at the **Westminster FD ready to leave at 6:30 pm** and we'll try a different ice cream place each month.

May 15 July 17 Sept. 18
June 19 August 18

Anyone who has been around motorcycles for any length of time has heard of the “Hurt Report.” Originally published in 1981, Dr. Harry Hurt had conducted a study of “Motorcycle Accident Cause Factors and Identification of Countermeasures.” In Motorcycle Safety circles it is referred to often. But what did it and what does it tell us?

Below is a brief summary of the (still relevant) findings.

Throughout the accident and exposure data there are special observations which relate to accident and injury causation and characteristics of the motorcycle accidents studied. These findings are summarized as follows:

1. Approximately three-fourths of these motorcycle accidents involved collision with another vehicle, which was most often a passenger automobile.

2. Approximately one-fourth of these motorcycle accidents were single vehicle accidents involving the motorcycle colliding with the roadway or some fixed object in the environment.

3. Vehicle failure accounted for less than 3% of these motorcycle accidents, and most of those were single vehicle accidents where control was lost due to a puncture flat.

4. In single vehicle accidents, motorcycle rider error was present as the accident precipitating factor in about two-thirds of the cases, with the typical error being a slideout and fall due to overbraking or running wide on a curve due to excess speed or under-cornering.

5. Roadway defects (pavement ridges, potholes, etc.) were the accident cause in 2% of the accidents; animal involvement was 1% of the accidents.

6. In multiple vehicle accidents, the driver of the other vehicle violated the motorcycle right-of-way and caused the accident in two-thirds of those accidents.

7. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of motorcycle accidents. The driver of the other vehicle involved in collision with the motorcycle did not see the motorcycle before the collision, or did not see the motorcycle until too late to avoid the collision.

8. Deliberate hostile action by a motorist against a motorcycle rider is a rare accident cause. The most frequent accident configuration is the motorcycle proceeding straight then the automobile makes a left turn in front of the oncoming motorcycle.

10. Intersections are the most likely place for the motorcycle accident, with the other vehicle violating the motorcycle right-of-way, and often violating traffic controls.

11. Weather is not a factor in 98% of motorcycle accidents.

12. Most motorcycle accidents involve a short trip associated with shopping, errands, friends, entertainment or recreation, and the accident is likely to happen in a very short time close to the trip origin.

13. The view of the motorcycle or the other vehicle involved in the accident is limited by glare or obstructed by other vehicles in almost half of the multiple vehicle accidents.

14. Conspicuity of the motorcycle is a critical factor in the multiple vehicle accidents, and accident involvement is significantly reduced by the use of motorcycle headlamps (on in daylight) and the wearing of high visibility yellow, orange or bright red jackets.

15. Fuel system leaks and spills were present in 62% of the motorcycle accidents in the post-crash phase. This represents an undue hazard for fire.

16. The median pre-crash speed was 29.8 mph, and the median crash speed was 21.5 mph, and the one-in-a-thousand crash speed is approximately 86 mph.

17. The typical motorcycle pre-crash lines-of-sight to the traffic hazard portray no contribution of the limits of peripheral vision; more than three-fourths of all accident hazards are within 45deg of either side of straight ahead.

18. Conspicuity of the motorcycle is most critical for the frontal surfaces of the motorcycle and rider.

19. Vehicle defects related to accident causation are rare and likely to be due to deficient or defective maintenance.

20. Motorcycle riders between the ages of 16 and 24 are significantly over-represented in accidents; motorcycle riders between the ages of 30 and 50 are significantly underrepresented. Although the majority of the accident-involved motorcycle riders are male (96%), the female motorcycle riders are significantly over-represented in the accident data.

22. Craftsmen, laborers, and students comprise most of the accident-involved motorcycle riders. Professionals, sales workers, and craftsmen are underrepresented and laborers, students and unemployed are over-represented in the accidents.

23. Motorcycle riders with previous recent traffic citations and accidents are over-represented in the accident data.

24. The motorcycle riders involved in accidents are essentially without training; 92% were self-taught or learned from family or friends. Motorcycle rider training experience reduces accident involvement and is related to reduced injuries in the event of accidents.

25. More than half of the accident-involved motorcycle riders had less than 5 months experience on the accident motorcycle, although the total street riding experience was almost 3 years. Motorcycle riders with dirt bike experience are significantly underrepresented in the accident data.

26. Lack of attention to the driving task is a common factor for the motorcyclist in an accident.

27. Almost half of the fatal accidents show alcohol involvement.

28. Motorcycle riders in these accidents showed significant collision avoidance problems. Most riders would overbrake and skid the rear wheel, and underbrake the front wheel greatly reducing collision avoidance deceleration. The ability to countersteer and swerve was essentially absent.

29. The typical motorcycle accident allows the motorcyclist just less than 2 seconds to complete all collision avoidance action.

30. Passenger-carrying motorcycles are not over-represented in the accident area.

31. The driver of the other vehicles involved in collision with the motorcycle are not distinguished from other accident populations except that the ages of 20 to 29, and beyond 65 are over-represented. Also, these drivers are generally unfamiliar with motorcycles.

32. Large displacement motorcycles are underrepresented in accidents but they are associated with higher injury severity when involved in accidents.

33. Any effect of motorcycle color on accident involvement is not determinable from these data, but is expected to be insignificant because the frontal surfaces are most often presented to the other vehicle involved in the collision.

34. Motorcycles equipped with fairings and windshields are underrepresented in accidents, most likely because of the contribution to conspicuity and the association with more experienced and trained riders.

35. Motorcycle riders in these accidents were significantly without motorcycle license, without any license, or with license revoked.

36. Motorcycle modifications such as those associated with the semi-chopper or cafe racer are definitely over-represented in accidents.

37. The likelihood of injury is extremely high in these motorcycle accidents-98% of the multiple vehicle collisions and 96% of the single vehicle accidents resulted in some kind of injury to the motorcycle rider; 45% resulted in more than a minor injury.

38. Half of the injuries to the somatic regions were to the ankle-foot, lower leg, knee, and thigh-upper leg. (...continued next page)

(continued from previous page)

39. Crash bars are not an effective injury countermeasure; the reduction of injury to the ankle-foot is balanced by increase of injury to the thigh-upper leg, knee, and lower leg.

40. The use of heavy boots, jacket, gloves, etc., is effective in preventing or reducing abrasions and lacerations, which are frequent but rarely severe injuries.

41. Groin injuries were sustained by the motorcyclist in at least 13% of the accidents, which typified by multiple vehicle collision in frontal impact at higher than average speed.

42. Injury severity increases with speed, alcohol involvement and motorcycle size.

43. Seventy-three percent of the accident-involved motorcycle riders used no eye protection, and it is likely that the wind on the unprotected eyes contributed in impairment of vision which delayed hazard detection.

44. Approximately 50% of the motorcycle riders in traffic were using safety helmets but only 40% of the accident-involved motorcycle riders were wearing helmets at the time of the accident.

45. Voluntary safety helmet use by those accident-involved motorcycle riders was lowest for untrained, uneducated, young motorcycle riders on hot days and short trips.

46. The most deadly injuries to the accident victims were injuries to the chest and head.

47. The use of the safety helmet is the single critical factor in the prevention of reduction of head injury; the safety helmet which complies with FMVSS 218 is a significantly effective injury countermeasure.

48. Safety helmet use caused no attenuation of critical traffic sounds, no limitation of pre-crash visual field, and no fatigue or loss of attention; no element of accident causation was related to helmet use.

49. FMVSS 218 provides a high level of protection in traffic accidents, and needs modification only to increase coverage at the back of the head and demonstrate impact protection of the front of full facial coverage

helmets, and insure all adult sizes for traffic use are covered by the standard.

50. Helmeted riders and passengers showed significantly lower head and neck injury for all types of injury, at all levels of injury severity.

51. The increased coverage of the full facial coverage helmet increases protection, and significantly reduces face injuries.

52. There is no liability for neck injury by wearing a safety helmet; helmeted riders had less neck injuries than unhelmeted riders. Only four minor injuries were attributable to helmet use, and in each case the helmet prevented possible critical or fatal head injury.

53. Sixty percent of the motorcyclists were not wearing safety helmets at the time of the accident. Of this group, 26% said they did not wear helmets because they were uncomfortable and inconvenient, and 53% simply had no expectation of accident involvement.

54. Valid motorcycle exposure data can be obtained only from collection at the traffic site. Motor vehicle or driver license data presents information which is completely unrelated to actual use.

55. Less than 10% of the motorcycle riders involved in these accidents had insurance of any kind to provide medical care or replace property.

To order the full report, contact:

National Technical Information Service
5285 Port Royal Road
Springfield, Virginia 22161
(703)-487-4600

Motorcycle Fatalities Decrease

Motorcycle fatalities decreased in Massachusetts in 2006 despite a 5% increase in registrations, reported the State's Motorcycle Association.

"We are encouraged with the results, but we still have a lot of work to do," said Kevin Griffin of Plymouth, Chairman of the Massachusetts Motorcycle Association (MMA). "The trend is going in the right direction."

The Registry of Motor Vehicles' year end report showed 48 motorcycle fatalities in 2006, with over 167,000 registered motorcycles in September. There were 54 fatalities in 2005 and 60 deaths in 2004. Motorcycle registrations continue to increase each year. In 2002, there were about 135,000 bikes.

"These stats show training, education and awareness help save lives," claimed Joe "Sarge" Komola of Tewksbury, who directs the MMA's safety & education efforts.

The MMA praised the work the Registry of Motor Vehicles does managing the State's Rider Education and Awareness Program.

"They work with us in developing new strategies and messages each year, targeted at drivers and riders to reduce accidents," said Paul W. Cote of Amesbury, the MMA's director of government relations.

"The RMV, along with the Transportation, MassHighway and the Turnpike Authority work well with us," claimed Cote. "We are hoping this relationship will continue and flourish under the new administration.

Two dollars of each annual motorcycle registration goes into a Fund for motorcycle safety. The MMA is working with the Governor's transition team to fully Fund its program in 2007.

Do you belong to the Mass Motorcycle Association (MMA) and/or the American Motorcycle Association (AMA)? Both these organizations fight for our rights as riders at both the State and the National level. Become a supporting member today by joining the MMA and the AMA. Visit the MMA web site at www.massmotorcycle.org/

(Excerpt from LT Snyder's "Mental Motorcycling" column in the February 2007 edition of Motorcycle Consumer News)

When I learned that Rider magazine's Larry Grodsky was killed [on his motorcycle] by a deer, I was crestfallen. How could a guru of safety die in a motorcycle accident? If he died in such a manner, what chance did I have? By studying the accident reports, I took away an important lesson – statistics show that the probability of an accident

goes up during certain hours of the day, and that cars and trucks aren't the only dangerous things on the road.

With case studies of MC Crashes in mind I go about my business, torn between competing truths that I am either a master of my own destiny, a tempter of fate, or a combination of both. In the end, it really doesn't

matter. I will never miss a single ride because of any paranoia I have about crashing. But that doesn't imply that I tempt fate.

Instead I try to stack the odds in my favor by wearing the appropriate gear, keeping my bikes in tip-top condition and selecting when and where I ride. This isn't just a choice, but rather a duty I have, for I want to be a motojournalist for a long time to come.

Red Knights Motorcycle Club
Massachusetts Chapter 2
P.O. Box 316
Westminster, MA 01473



Call Bob L. by 3/26 if you plan to go. 978-724-3270

Saturday, March 31, 2007

It's time for a Trip to Boston for a visit to the North End and Mother Anna's.

Join us for a fun time in Boston... We'll pick up the train at 9:25 a.m. in Leominster and provide "on the rail" entertainment inbound to Boston (making stops along the way). Then we will take our walking tour to Quincy Market and enjoy the tastes of our favorite Italian restaurant... and then dessert at *Mike's Pastries!*

If you haven't wandered around Boston recently (post-Big Dig) the views and neighborhoods will be a pleasant surprise for you!

Look for the 2007 Ride Schedule for Red Knights – Mass-2 included with this newsletter.