

Red Knights International Firefighters Motorcycle Club

Autumn 2010



From the Members of the International Board

**We Wish You Happy Holidays
and a Safe and Fruitful New Year**

www.redknightsmc.com

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Some of the Red Knight Chapters, (Ma-1 Ma-2 Ma-15) went to meet and welcome Que-3 and escort them to our Red Knights Memorial in Boylston, Ma. After that we took them to the site of the Worcester Cold Storage fire so they could see the memorial that was built along with the new fire station on that site.

Submitted by Ed Brouilet

Canadian Fallen Firefighters Memorial Ceremony

Parliament Hill in Ottawa Ontario



Inaugural Fall Foliage Ride A Success

By ROSE MARY CARVER
editorial@post-journal.com

The first Fall Foliage Ride to benefit the Kennedy Fire Department was considered a success by all who were involved. Nearly 100 motorcycle riders enjoyed a scenic 182-mile trip around southwestern New York and northwestern Pennsylvania.

Riders of all ages headed east on Rte 394 from the Kennedy Fire Hall to the town of Coldspring, where they turned onto West Perimeter Road to Scandia and then on to Warren.

From Warren, they went to Kinzua for a stop at the dam, some visiting for the first time. They continued on Route 59 to Route 219 and a gas stop at M&M.

Route 417 took riders to Olean, where they got a surprise reception from Poor Cow Leather in the Wal-Mart Plaza. Owner Bob Chambers had an area set

aside in the parking lot for riders, and provided pizza, wings, donuts, cider and water free of charge.

Ride organizer Dave Huber said it was quite a sight when they pulled in and saw the huge "Welcome Kennedy Fall Foliage Ride" banner in the parking lot. After that rest stop, riders headed east on Interstate-86 for one exit, then took Route 16 North and caught Route 242 South back to Ellicottville. Then it was on to Little Valley, East Randolph and back to Kennedy.

Back at the Kennedy Fire Hall, video of the day's tour played on a screen as participants enjoyed a BBQ beef sandwich dinner. Door prizes were awarded, and everyone chatted while music played in the background.

Many riders expressed how well it all went.

One man stated, "It was well managed."

Mr. Huber said, "I think it was a win."

He said, everyone told him that they thought it had gone well. Everybody stayed together quite well, and it was a safe trip. Much of the thanks for safety go to those who acted as road guards along the route. The Red Knights, New York Chapter 9 (Chautauqua County), Warren, Pa. Police Department, Cattaraugus County Sheriff's Department, Randolph Fire Department, Coldspring Fire Department, and Kennedy Fire Department provided safe passage along the route. Many sponsors donated door prizes as well.

Riders said they thought the planned route had been a good one, and are looking forward to next year's ride. Motorcyclists always enjoy a good ride, and being able to help a good cause is just an added bonus. Huber said he hopes to make it even better in the future, and expressed his thanks to all those who helped make this fundraiser a success.



December 4th, 2010
DFW Toys for Tots
Motorcycle Run

The 44 mile ride begins at Family PowerSports, 2110 N Central Expressway McKinney, TX 75070 and ends at the VFW Post 2150 - The Lone Star Post, 1710 N Church St, McKinney, TX 75069. We'll also be using the North Texas Job Corps for overflow.

Line up begins at 0900 & kickstands up at 1130

We ride mostly through the scenic back roads of the Northeast Collin County towns of McKinney, Melissa, Blue Ridge and Princeton. We are led through the ride by the Marines and have law enforcement escort throughout - your feet never touch the ground once we all get going.

- We will have Marines there to collect your toys.
- The Post will be smoking brisket so plan on staying for lunch.
- We'll have a live band, raffles, vendors, etc.
- We'll have pins, patches and t-shirts for sale; all proceeds benefit the DFW Toys for Tots Foundation.

References

1. <http://www.DFW-TFT-MR.org/>
2. http://stars.nhl.com/v2/ext/downloads/group_flyers/ToysforTotsFinal.pdf
3. <http://www.dfw-tft-mr.org/>
4. <http://www.dfw-tft-mr.com/>

This message was sent by:
David Marks,
PO Box 261903,
Plano, TX 75026

In Memoriam

RKMC

**It is with regret we announce the passing of Edward Cipolla
(April 1958– August 2010)**

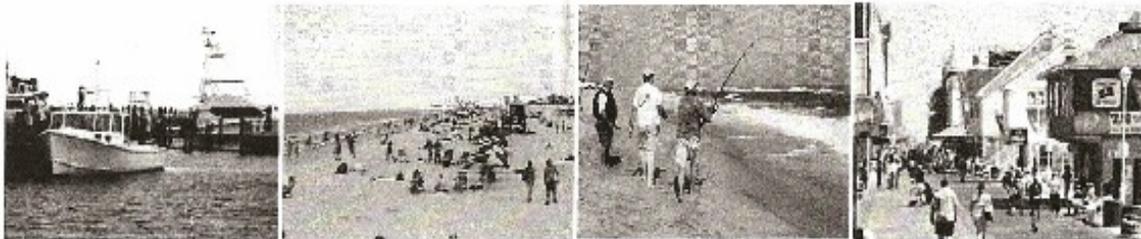
Services were held 26 August 2010 in Peekskill , New York

RED KNIGHTS

Hosted By *Maryland 3*
CONVENTION • SEPT. 8-11, 2011
On the Boardwalk in Ocean City, MD



This is a do not miss convention. Imagine 10 miles of beach, 3 miles of boardwalk, bonfires in front of your hotel, restaurants & bars galore all within walking distance of four oceanfront hotels. No matter what is in your wallet Ocean City, MD has an affordable accommodation for you. Come be part of what is certain to be a bikers dream.



CHOOSE FROM THESE OCEANFRONT BOARDWALK PROPERTIES: * 3 night minimum required.

QUALITY INN BOARDWALK 17TH ST.

(headquarter property)

\$140 per night plus tax

HARRISON HALL HOTEL 15TH ST.

\$80 per night plus tax

HOLIDAY INN HOTEL & SUITES 16TH ST.

\$250 per night plus tax

Registration Info Available Soon

YOUR REGISTRATION FEE OF \$65 INCLUDES:

THURSDAY NIGHT BBQ IN THE PENTHOUSE
BEACH FRONT BONFIRE
AWARDS DINNER AT THE OC CONVENTION CENTER
EVENT AT WORLD RENOWNED "SEACRETS JAMAICA USA"
CONTINENTAL BREAKFAST SUNDAY BEFORE MEMORIAL RIDE
PIN AND GOODIE BAG



OPTIONAL ACTIVITIES:

- Charter Boat Fishing *
- Golfing at Championship Golf Courses *
- World Class Waterpark *
- Top 3 Boardwalk in the USA
- Best Bar Scene on the East Coast

* Additional Fees May Apply

www.redknightsmd3.com

DUTY BROTHERHOOD RED KNIGHTS

I wanted to take a moment to let you know just how thankful and fortunate I was to encounter a couple members of your organization. I am not unfamiliar with your organization as I am a firefighter myself, however there is no chapter in my area and I am not myself a member.

I was on what was supposed to be a 550 mile roundtrip ride from Bloomington, IL to Henderson, KY for some EMS training. Unfortunately I missed a turn and ended up about an hour off course, on my reserve tank and with no fuel stations to be found. Luckily for me I came across a ferry that would take me across the river at Cave in Rock, IL. I approached this ferry in hopes that I could get some help in locating a nearby fuel station.

I explained my dilemma to the man operating on the ferry hoping for directions to the nearest fuel station. He explained to me that the nearest station was at least 10 miles away and that I would not make it since I had already been on my reserve tank for 22 miles. You see I was a long way from home and without very many options. I had stopped at a fuel station right when my reserve had kicked on, but it was in a rural area and the station was closed with no way to "pay at the pump" or otherwise fill my tank. My only option was to try to get to the next town, which turned out to be Cave in Rock, but there was no open fuel station.

This individual called a friend of his and requested for him to bring a gas can to the river crossing, and this is when he explained to me that he was a Red Knight and the individual that he called was the president of their local chapter. He further explained that he would not leave a brother rider stranded. I never did catch the name of the ferryman, but the name of the man that brought the gas can was Perry. Not only did he give me enough fuel to get to the next fuel station, he filled my tank and would not take a penny for it. He also gave me some advice on my bike, and how to get some better fuel mileage out of her. He also gave me directions on how to best get back on to my route. Without their assistance I was in for a long walk or waiting until morning when the fuel station opened. I cannot express my gratitude enough for what these men did, and I wanted to take a moment to express my gratitude for your organization and your membership being willing to help a brother in need. Rest assured that if ever a rider is in need I will pay forward the kindness that these two men paid me.

Thank you
In Brotherhood,
Firefighter/Paramedic Paul Czapar

Red Knight Help-A-Knight Program

Have you ever been traveling and thought, "Gee I don't know anyone around here. Where is the best place to eat, stay, or get my bike worked on?" That's what the Help-A-Knight program is for – to maintain a database of Red Knights who are willing to accept telephone calls and help fellow Red Knights. Some of the help may be for information, or other options you may help on is if a RK member can stay overnight, pitch a tent in your yard, or leave their bike at your house.

The Red Knights Help-a-Knight program available on line at www.redknightsmc.com
(Click on Membership and then Help A Knight)
(You need Adobe Acrobat to read the file).

We continually update the version that is available on the web page. Below is the registration form to add or update your information in the H-A-K program. Please look over your state listing and let our editor know if there are people listed who are no longer members of your chapters.

Let us know if you use the H-A-K program on the road, and what stories you have about meeting up with your Red Knight brothers and sisters while on the road. Thank you.

RKMC Help-A-Knight Registration Form

Please Print Information and Check All Statements That Apply

Summer/Fall
2010

This is a New
registration

This is a
Change to my
information

Name _____ Chapter _____

Street _____

City _____ St./Prov. _____ Zip _____

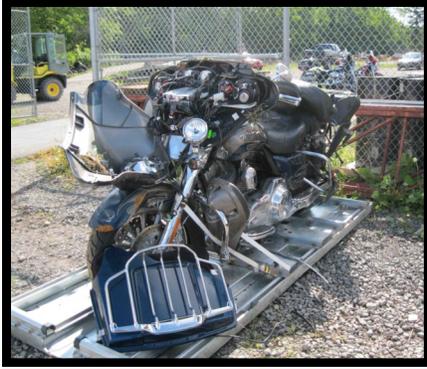
Phone _____ - _____ - _____

To Help-A-Knight I will:
(circle appropriate numbers)

1. Take calls for information about my area. No Collect Calls.
2. Allow a Red Knight to stay overnight in my home
3. Allow a Red Knight to put up a tent on my property
4. Allow a Red Knight to leave a bike on my property
5. Bring my SAE tools to a Help-A-Knight who has broken down
6. Pick up a Red Knight's bike with my pick-up truck or trailer
7. Bring my Metric tools to Help-A-Knight who has broken down
8. Someone in my home speaks French

MAIL TO:

Bob LaFord
276 West Road
Petersham, MA 01366
CALL: 978-724-3270
E-MAIL:
rflaford@tiac.net



These photos were taken at Ramsey's H-D near Sydney, Nova Scotia . Apparently, a guy and his wife were on this CVO, riding after dark (against much advice from the locals) and collided with a moose. This is what was left of the bike. Fortunately, both survived, but they were hospitalized. The moose apparently got up and walked away!

On the lighter side, we also ran into this guy (taller lad in the middle with the beige pullover) who had ridden a two-stroke 50 cc moped (yes, 50 cc) all the way from Mission, BC. These photos were taken at the Wood Islands ferry dock on PEI, while awaiting the ferry over to Nova Scotia. Check out the size of the load he was carrying. Gotta wonder if he even knows what the term 'GVWR' means. I'm surprised the thing would even go down the road, but he told us he was averaging 250-300 k's a day since he started his journey. He also told us he was riding to Halifax to have the bike and most of the gear shipped back home. He even had a jerry can with his own pre-mix amongst all that stuff he was carrying.



FACEBOOK PAGES AREN'T AS INNOCENT AS WE WOULD HOPE

<http://technolog.msnbc.msn.com/news/2010/10/18/5310412-just-how-bad-is-facebook-app-privacy-problem->

Get Ready, Get Set, Get Educated!

Getting a bike ready for its winter sleep isn't difficult, but the little things you do before moving your baby to the corner of the garage or storage shed, will make a big difference in how you start next riding season. And, when I say start, I mean that literally. There's nothing quite as frustrating as starting your bike in April, only to discover the engine won't run faster than idle because the carburetors are full of gum and varnish. And the reason: You didn't stabilize the fuel back in November! So here are some things I do now to get my machines ready for winter:

FUEL

As I just mentioned, stabilizing fuel before a long storage period is vital to insuring a smooth start come April. Since I'm not exactly sure when my last ride is going to be, I start adding stabilizer to my fuel on a regular basis starting in October. Waiting until you've "shut down" for the winter is not the time to add stabilizer. Adding stabilizer to the fuel after your last ride does an outstanding job of treating the fuel in the tank, but doesn't do a dam thing for the fuel in the carburetors or fuel injection system.

OIL

I believe it's imperative that the engine oil be changed just before winter storage! Internal Combustion engines produce acids and other contaminants as they run. Most of the solid contaminants, like tiny pieces of metal that wear of engine parts as they rub together, are caught in the oil filter. Acids and other liquid contaminants stay in the oil, and are drained out when the oil is changed. If the oil is left in the engine for a long period of time, the contaminants in the oil can start doing nasty things to the inside of your motor. !

BATTERY

Number one myth on the battery hit parade is that a battery will lose power if stored on a concrete floor. Baloney! Lead acid batteries slowly discharge no matter what, but putting the battery on a concrete floor won't speed up the process. No matter where you store your battery during the winter season, it is important to keep a charger/maintainer hooked to it at all times. Attach a Battery Tender or other specialized charger that won't overcharge the battery. If the battery is left in the bike, it's a good idea to disconnect the cables to prevent any parasitic drain.

WARMING HER UP ... NOT!

Lastly, and I'm going to ruffle some feathers with this one: I don't believe it's a good idea to start your bike and let it run during the "off season!" If you've prepared the bike properly, long periods of storage will not harm it in the least! On the contrary, dragging it outside and "warming it up" during winter storage will produce condensation inside the engine, contaminating that nice clean oil you put in just before you put it away, and doing all kinds of other nasty things inside the motor and transmission. You don't want water inside your engine/transmission or exhaust! Stu Oltman, our trusted technical editor for Wing World Magazine, strongly advises against the practice. "You'd have to run the engine a minimum of 30 minutes after full warm-up to insure that all the moisture has burned out," Oltman says, "Why bother with that! You prepared it properly. Now, just kiss it good night, and turn out the light till next spring." In conclusion: Put stabilizer in the fuel early enough to insure it has a chance to treat the entire fuel system. Change the oil the day the first salt truck dumps its load on the streets. After changing the oil, crank the engine just long enough to circulate the oil (about 10 to 15 seconds), then shut it off! Disconnect the cables at the battery. If you have a lead acid battery, make sure the fluid level is at max, and hook up the charger/maintainer. If you're not going to add chrome or do any "deep cleaning," like I do, during the off-season, move you're beauty to its place of rest, put it on the center stand, and like Stu says, "kiss it good night and turn out the light."

Thanks to Stu Oltman ... Wing World Magazine, November 2000 and 2006.