

Red Knights

Mass Chapter 2 — Fall/Holiday '03

<http://www.redknightsmc.org/mass2/>

Loyal to Our Duty

From the President's Desk

Greetings all!

My first point of business as your new chapter president is to recognize and thank Ed Brouillet for all his years and efforts in promoting the Red Knights and Mass Chapter 2. Ed was president of our chapter for ten years, vice President for five years before that, and was a charter member since the club's origination (in 1983). I know that he and Peg will still be in the forefront – not only with his international duties, but also as a chapter member even though he is no longer president.

Secondly, I want to thank you for electing me chapter president. I am a bit in awe when I think that our chapter has only had two presidents - Phil Jordan and Ed. And as we celebrate our twentieth anniversary as a chapter I truly appreciate the trust and confidence you have shown me as the third person to take the reins.

A number of people have heard this story, but I will still repeat it. Back in 1988 or so I was on duty at the FD and received a call from the neighboring town's fire station. They had guests there from the local Red Knights' chapter and asked if I wanted to listen to what they had to say. (I think it was Charlie Clarkson and Phil Jordan who had come). Since I was on duty they said they would move the meeting to my station.

By the time their informational meeting was done, all the others had signed on – but I wasn't really interested. But it seemed the only way I could get them to leave my station was to pay the \$5 so I could have some peace! I look at our roster today and none of those other people are members any longer. Looking back, I am glad I joined and am glad to be an active member of the Red Knights. Those riders who are no longer members, or current members that we no longer see are missing out on a great organization and friendships with some wonderful people.

This chapter does not belong to one person or an officer. The officers are the stewards of our organization. They offer direction to the club, but the members make our chapter what it is. I urge all of you to participate in the rides and other events we offer as a motorcycle organization. But just as important I urge everyone to participate in the *running* of the chapter. Let the officers know what your thoughts are about events, issues, and even rides and the ride schedule. We are one of the largest chapters in the International organization, probably the most active chapter in Massachusetts, and one that is looked up to by many others in the Red Knights. (We were one of the largest contingents at the August convention in Quebec). Mass-2 is successful because of its members.

Clement Salvadori recently had some words to think about in the August issue of Rider Magazine. He said, *"To me a motorcycle is not only transportation, but it transports me to a different world. A world in which I am far more aware of what I see, what I smell, where the road goes, the rush of trees as I pass through woods, the stray cloud obscuring the sun for two minutes. The road and the ride combine to become a minor adventure even if I'm only going to the post office."*

The Red Knights and the great people that have become family, both in our chapter and beyond, take that special world of motorcycling to another plane. Those individuals that joined the Red Knights the evening I signed on (back in 1980-something) lost the opportunity for a special bond with the people that have become very special. Take advantage of the camaraderie in this great club, and join us in the planning and plans we have.

There are still rides ahead this season - if the weather cooperates, and we will have get-togethers throughout the winter as well. Please let the officers know of any ride ideas you have for the 2004 season. The officers will be gathering during the cold weather to plan for next year.

Thank you again for allowing me the opportunity to be part of the chapter's leadership team. Please take advantage of your opportunity to participate in a wonderful organization.

Ride Safe and God Bless.

Mass-2 Christmas Party

At last year's Christmas Party we let some one else do the cooking. It was a success in '02, so we are doing it again this year.

Join us for some holiday cheer and a great afternoon with all our friends

WHEN: December 14, 2003
1:00 p.m.

WHERE: Apple Hill Farm
143 Joslin Street in Leominster
(Where we had a winter potluck earlier in the year)

WHAT: Catered Dinner and
Yankee Gift-swap

The cost is \$15 per person.
Please bring a wrapped gift
(not to exceed \$10) to be given
during the gift-swap.

We must have a head
count by Sunday,
December 7 to give to
the caterer. Please
contact Bob Laford with
your RSVP. (978) 724-
3270

RK Sweatshirts

Bob Shakarian is gathering some information on "Job Shirts." These are the heavy-weight zippered & collared sweatshirts that many firefighters wear.

We had not received the prices quotes back from the supplier at press time, but if you are interested in purchasing a Red Knights "Job Shirt" contact "Shaky" at 978-665-9805 or Sharkey625@aol.com

We pass on our belated condolences to Steve and Deb Mickle on the passing of Steve's dad during the summer.

Thanks to all who helped Diona in my recent birthday conspiracy, and I was glad to share by (40th) birthday cake with my Red Knights friends!

Bob

2004 120-Club will be upon us before we know it!

We have run a 120 Club raffle as our yearly fundraiser for the past few years and it has been very successful. It offers the club some funds to disperse to worthy organizations and people with relatively little work.

Our chairperson for the raffle will be Marty Eldridge again this year. We will have the tickets ready to be dispersed when we gather for our spring meeting in April.

And thank you to everyone who has helped make these raffles a success for the club.



The officers of Mass Chapter-2 and their spouses wish each of you a very joyous holiday season. We all look forward to another great New Year to share with all of you.

Although not the biggest crowd, the 2003 New England Ride for Kids still had representatives from RK Mass-2 and Mass-4. The ride raised over \$64,000 for the Pediatric Brain Tumor Foundation. Thank you to Tim Kilhart for heading up that ride for us.

Please think about joining us next years for this very worthy effort for the kids.

Americade Planning

An article in American Motorcyclist Magazine quoted Bill Dutcher as saying when he started Americade over twenty years ago, he wanted it to be friendly and civilized – the motorcycling equivalent of an agreeable family reunion where everyone goes home happy, entertained, and well-fed. I think that he has met his goal every year! The article also talked about that as soon as the Saturday parade was over, the planning began for 2004 (as it does every year) - both for Bill and his staff and for the Americaders!

I know that most of us think about the next Americade while we're packing for home and headed away from Lake George each June. Although the cold winds of winter are quickly bearing down on us, Americade is never too far away. Start planning your time at the best touring rally in the country and consider joining us in Lake George! The Americade literature for 2004 will be in the mail around the first of the year, and not too long after that we should get together to talk about the week's events and get our registrations into the Americade staff.

Red Knights Dues are "due" at this time. Enclosed is an invoice for your 2004 dues. Please forward your dues before the end of December to our club treasurer Cliff Eldridge.

Cliff Eldridge

856 Main Street – Leominster, MA 01453

Please remember that we must have our roster complete and mailed into the International before the end of February. Help us make that deadline (so we are not charged a service fee) by having your dues into Cliff by the beginning of the New Year. *Thank you!*

It's never too early to begin planning for the 2004 RK Convention – AUGUST 7-10, 2003

(especially since it is in Edmonton, Alberta – Canada!)

There are people who are riding west to Edmonton with a stop at Sturgis on the way, and others who are going to fly out. so there are different options available if you were thinking of going to the 2004 convention.

Contact Ed Brouillet or Tim Kilhart if you would like to talk about what is going on for travel plans.

We don't really eat when we're in Maine... it's more like *grazing!*

Roast beef dinner, Italian sausages with omelets for breakfast, chicken wings and BBQ shrimp-kabobs later, and every sort of munchie!



...in Wells, Maine again!

Thanks again to Marty & Cliff for their hospitality this year as we ventured to Wells, Maine to enjoy some great roads, wonderful food, and our friends at the Ocean View campground.

This year we had 12 members travel to Maine the weekend after Labor Day, which turned out to be aa great choice. Fewer crowds, less traffic, and fantastic weather met us for our weekend. Our first stop was the Hampton Beach Seafood Festival. We arrived around noon and the seafood vendors were not open until 4:00, but we still had a good time walking the beach and watching the waves.

Saturday we went north to Portland, first to the Christmas Tree Shop for the ladies, and then to the waterfront for lunch and a walk along the pier. Then it was back to Wells for the Chili Festival near the harbor. Unfortunately we got there at 4:00 and the different chili booths had already started picking up. (We did get to sample a few choices). Don't feel sorry for our luck with the food vendors... we ate well all weekend. Roast beef in a Dutch oven on the fire Friday night, Italian sausages on the fire with omelets for breakfast, chicken wings and BBQ shrimp-kabobs on Saturday evening, and every sort of munchie in between!

Saturday evening we rode over to the jetty to watch the waves (as hurricane Fabian was off the east coast making good swells in Maine) and then some stopped by to catch the tail-end of a band concert in the gazebo and others went down to "Big Daddies" for some ice cream before enjoying the night's fire.

Sunday morning we all went back to the jetty after breakfast to watch the surfers work the large

On the road with our friends

- Thursday, July 10 was just a picture perfect summers day. Low humidity, sun and puffy clouds with temperatures in the 70's. It was also one of those perfect days because it was an ice cream ride day! We had 14 bikes from Mass-2 head west to Turners Falls where we met up with 8 bikes from Vermont-2 for some food and fellowship. Did you notice that everyone had great big smiles?
- VT-2 participated in our 50/50 drawing and Kent and Margaret Armstrong had the winning ticket. They donated their winnings back to our club for the donation we will be making to the Memorial Fund soon.
- The August ice cream ride drew ten riders (some of us were still in Canada) and the entourage tried out Lickity Splitz in Winchendon.
- Our final scheduled stop for ice cream was with Vermont 2 again. This time we met in Jaffrey, NH at Kimball's Ice Cream. There were 14 bikes total, and it was a great September evening for a ride!
- July 13 was another great summer's day and 21 people stopped by at Kevin and Lori's house for an afternoon of food (of course), fun, friends, and Bocci on the lawn. We were out of our element playing on a flat lawn – no challenge like the sloping yard at Americade!
- Thank you to our gracious hosts for opening their home to us!
- July offered us some wonderful summer weather to ride in – nearly every weekend! Late in July, several couples rode into New Hampshire to meet up with RK CT-2 for their weekend get-away. While it was 90 degrees down below, it was 50 atop Mt. Washington and even Deb was cold!
- Another group of chapter members who stayed back in Massachusetts met up on Saturday and the six bikes road off to Parker's Maple Barn in Mason, NH for a great breakfast and a fun ride on a sunny day.
- A handful of members gathered in September to participate in the Mass-4 scavenger hunt. Our *scavenged* questions were at the Hardwick Wineries where we even had a chance to taste a few of the locally grown wines. Early in the day was foggy and drizzly, but the sun broke about halfway through our ride — AND the chapter took home a trophy for the largest RK group participating!
- Eight bikes braved early October's cold (36 degrees) to ride for breakfast at the Jaffrey Fire Station on October 5. Each year our brethren at JFD offer a fabulous breakfast to kick off Fire Prevention week. Like our Apple Pie Ride it has become a favorite each year. After the breakfast (where we met up with Vermont-2) we headed further north into Keene to check out their Fire Prevention parade, but we were a few hours too early so we just enjoyed an early fall ride.
- We had eight members that got together on a frosty morning recently for our first **Breakfast Club** meeting of the fall. We didn't travel far, but we had a fantastic, liesurely breakfast at "Eggs-cetera" in Baldwinville. Join us in November for our next Breakfast Club meeting. We will meet at Westminster FD at 8:00 a.m. on November 15.

Rides for '04

This chapter and all our events are for you, the members. This is the time of year that we begin planning rides and gatherings for the next riding season. Please share with us any ride ideas (and specific dates if necessary) that you may have for next year.

The Chapter Officers will be meeting after the first of the year (by ourselves and then with other Mass Chapters) to put together a proposed itinerary for the 2004 ride schedule.

Then we will have the schedule ready for our February Pot-Luck.

Please let us know your ideas so we can plan a fun season, (as well as pre-season and post-season), of events that everyone will enjoy. Thank you.

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Congratulations to Bob Laford, President, Kevin Martin, Vice-president, and Steve Mickle, Secretary on their recent elections/re-election to the Chapter Executive Board — and to Ed Brouillet on his re-election as International President.



We need to know if you are coming to the RK Mass-2 Christmas Party so reservations can be made at the restaurant.

Have you called Bob yet to tell him?

If you would like to be our host for the February Pot Luck (listed below), please contact Bob Laford so we can schedule the date, time, and place... and even though February is the dead of winter, that is where we will have the 2004 ride schedule ready for you!

Upcoming Chapter Events:

Nov. 2. **Polar Bear Ride** Leave Westminster FD at 11:00am

Dec. 14. **Pot-luck Party & Yankee-gift Swap – 1:00 pm**
Each 3rd Saturday: **Mass-2 Breakfast Club**

February ??: **February Pot-Luck and the release of the 2004 Ride Schedule!**

Laval was where it was "at" for the 2003 Convention

What a great time in Laval at the convention this year! The members of

Quebec-3 out did themselves keeping us busy and keeping us entertained.

Nine members from Mass-2 journeyed north for the celebration. The Brouillets left on Wednesday and met up with Vermont-2, The Eldridges went up on Thursday, and the Lafords, Mickles, and Tim Kilhart rode up on Friday. It was hot and humid! Sometimes we baked under the sun and sometimes we got drenched in scattered showers on the way.

The traffic in Montreal is something... its good practice for driving in Boston, Toronto, or even New York. WOW! And each group from our chapter hit Montreal at 4-5 p.m. It was quite the hair-raising experience. The accommodations in Laval were great and the host chapter's hospitality was unmatched.

A BBQ one evening was attended by 150 members, a bus tour of Montreal was scheduled on Friday, and another ride and tour of "Old Montreal" on Saturday. Our own Ed Brouillette received the key to the city from the mayor. 269 RK members were registered for a total of 35 chapters.

The Saturday meeting was exciting. Before the convention no one thought that there were any controversies and the meeting would be brief. But a challenger threw his hat in the ring against Ed as International President and he campaigned very hard throughout the convention. When the first votes were tallied it was a tie! Then there was a lengthy discussion about what to do. After much consternation and discussion a second ballot was taken and Ed was re-elected as International President of the RKMC. Congratulations Ed!

The Saturday night banquet was a fun evening. Before heading to the social hour Marty helped the Mass-2 contingent dye their hair red! Now that got some remarks! There was entertainment throughout the night billed as the "Ms. Roundez-vous 2003." Some of the competitions during the contest were stealing shoes, and kissing. The meal was a five-course gourmet extravaganza. We had so many pieces of silverware at our place settings that we had to call Donna Moreau back in Leominster and ask her what fork to use for what course!

After the farewell breakfast on Sunday morning, the Mass-2 contingent split up. The Mickles and Tim K. headed back home and the other three couples spent another six days riding through Quebec, New Brunswick and Nova Scotia. We had a fantastic time in Laval and beyond.

Next year is in Edmonton, Alberta. A long way from home, but the members there are promising another high quality convention for anyone that can make it out west.



Red Knights on the White Water!

Several of our members had the opportunity to head to the Kennebec River in Maine at the end of June.

Having been rafting before, Tim K. briefed us on what to expect on the way to Maine. During our trip up it got hotter and hotter and hotter. Can you believe it reached 101 degrees in Maine! The

journey "down to Maine" finally ended in a pine grove where our cabins were located. Notice I use the words in plural (cabins). The Eldridges and the Brouillets had envisioned a nice romantic weekend away. Little did they know that there was one cabin with a big room downstairs and a big room upstairs. It was rustic to say the least, but you know this group, we all adapted to the situation at hand.

The Kennebec River was running through our front yard and we were so hot that out came the bathing suits and we threw ourselves in the 58-degree

water. Boy, did that feel good. Our water fun was cut short by darkening clouds and high winds – and then came the rain.

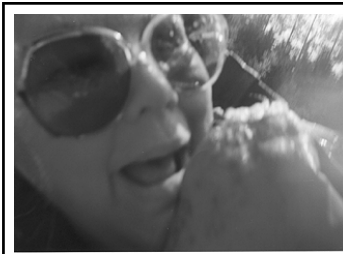
After the rain cleared it was out for dinner and then a campfire and a game of Yatzee. It had been a long day so we went to bed early knowing that the next day was going to be a long one on the river. Poor Jordan Kendall was upstairs with all the snorers and she didn't get much sleep.

We lucked out on the river ride as we had an awesome guide named Justin. He was great. When we put our raft in Peg got put in the front. Some of the biggest rapids were at the beginning of the ride and the people in the front got very wet! It was a beautiful day and we continued down river. During the calm points we were allowed to jump in, get cooled off and float down with the current. What fun! The boys plotted attacks on the other rafts. Justin told them if they could knock certain guides out of the rafts that he would buy them a beer for each one they got into the water. I think the total successful attacks were four. All the other rafts were talking about the raft full of firefighters. When we stopped for a BBQ along the river, people could be heard saying to beware the fire fighters' raft!

Justin got us also. He gave us the challenge to all stand up on the outer edge of the raft and hold hands. We were all very intense, rising to the challenge. When the last set of hands were joined, he ran down the raft and pushed all of us overboard! We paid him back later. Ed and Steve sat in the back of the raft after lunch. When the opportunity arose, Ed grabbed one foot and Steve grabbed the other and Justin went out over the back. All and all it was a great day.

That evening we had the chance to watch videos of our day's adventure and collect the beers that Justin owed us. There were even fireworks to enjoy. After returning to the cabins everyone fell into bed, exhausted from their day of fun. Then it was back home on Sunday after the great time we had.

Plans are already in the works for another trip next summer. Maybe the romantic weekend away will happen yet!



I had so much fun on the white-water rafting trip... just ask me!

Welcome to Kristen Smith of Hubbardston Fire and Doug Duval of Fitchburg Fire. Both were elected into membership at our last meeting.

Thank you to everyone for your participation in the 50/50 raffles we have ran at our rides this year.

The proceeds from these raffles will go to the Red Knights Memorial Fund to help build a memorial to past members. To date we have raised \$409! ...a tip of the hat to Gerry Baldini for donating his \$50 winnings back to the fund at the Dummerston ride.

Montreal may not be 2,300 miles away, but that is the mileage that the Eldridge's, Brouillet's, and Laford's put on this summer when they went to the convention.

After the farewell breakfast in Laval, three couples headed north along the St. Lawrence River Valley to enjoy some of the beautiful Canadian countryside. Our main destination was the Cabot Trail on Cape Breton Island in Nova Scotia, but each day and every mile throughout Quebec, New Brunswick, and Nova Scotia was great riding.

During the first few days we were joined by two members of Vermont-2, Kent Armstrong on his BMW and Joy Ellis on her 2002 'burnt orange' Goldwing. They were also headed to Nova Scotia, but to the Bay of Fundy area instead of the Cabot Trail. It was nice to have them along.

The weather was not as cooperative as it was during our first days on the road. We rode in and out of heavy downpours throughout the day as we moved along the St. Lawrence River. Quebec, like Vermont shared its peaceful farms, but the roads along the St. Lawrence River Valley are straight and cut through pastures bordered with evergreens and hardwood tree stands rather than the rolling hills and twisty turns of the Green Mountains to the south.

After 321 miles on our first day, we reached our planned stop for the night at Riviere du Loup and were happy to get out of the rain. We had originally planned on taking one of the local Riverboat Cruises for the evening; but coming off the road after a day of wet and cold riding we decided on hot showers and a good meal!

At daybreak the next day the temperature was a moderate 65 degrees and the St. Lawrence River Valley offered us low clouds and fog, but no rain. As we started to move east and climb the mountain range in route to New Brunswick, the fog burned off and we started to see patches of blue and sunshine. A pleasant welcoming after a previous day's wet ride!

As we gained in elevation we were greeted with miles and miles of evergreen forests that treated our olfactory senses when logging trucks passed by filling the air with the sweet smell of pine from their recently harvested cargo. The terrain also offered views of mountain lakes, rivers, and streams that dotted the forest glade.

After crossing into New Brunswick we passed through Edmundston. This community is a border town to the United States with Madawaska, Maine on the

south side of the St. John River. Madawaska's motorcycle fame is as the northeast corner of the Four-corners. Ed remarked that this was the third direction that he has approached Madawaska from – once on his 4-corners ride, once earlier this year to greet Clayton Thomas, and now from the north on this pass.

We paralleled the St. John in New Brunswick for a while. The river was running very high and very fast. Local people had been telling us that their summer has been very wet and the river was unusually high. Listening to the local radio stations we learned that many of the lowlands were in a flood watch because of the levels of the river.

We made a tourist stop at Grand Falls at the intersection of Routes 2 and 108 in New Brunswick. We deemed this stop worthwhile as we watched the water of the St. John's roar over the falls and into the gorge in the center of town. It was an awe-inspiring view seeing the millions of gallons of water pass through the flood control gates and into the gorge. During the river's highest stages of the year, normally the spring run-off, the capacity of the falls is 9/10 that of Niagara Falls.

Traveling further along Route 108 we passed through a life refuge area. The road meandered through seventy-miles of forest with little else but an occasional car in the opposite direction. Being a remote and very wooded area we gave extra caution looking for Bullwinkle, Bambi and their friends. Although we saw nothing of our four-legged counterparts, visiting with nearby residents later in the day we were told we were lucky because the stretch of road is known for *car-moose* interaction. We thought that maybe the hot August sun kept the wildlife hunkered down in the shade of the forest as we rode through.

We continued east to the coastline of New Brunswick, running into several tough stretches of construction. It was evident that the rain had been plentiful in recent days, as several of the construction sites were soupy mud – making for treacherous travel and making a mess of our bikes and us. (Yes, Steve, we did go through several areas of dirt, mud, and more dirt, and then even more dirt and mud after that!)

Although it rained hard throughout the night with the passing front, the next morning was picture perfect. Our riding

day began with puffy clouds, sunny skies, low humidity and temperatures that ranged from mid 60's to mid 70's (F). The best weather day so far! Ed coined it as a 95% day; **Great weather, great roads, great riding, and great friends.** We were pleased to learn that it was only one of several 95% days in our trip.

Our riding companions from Vermont would be parting ways with us when we reached Amherst, Nova Scotia. They would be heading along the Bay of Fundy from Amherst while we decided to take Route 6 out of Amherst and meander along the Northumberland Strait, the waterway between Nova Scotia and Prince Edward Island.

The route we followed, the Sunrise Trail, offered us great seashore views a countryside speckled with farms, plentiful pastures of grazing livestock and the occasional sighting of deer. The windy coast road brought us in and out of little hamlets, inlets and harbors – stopping along the rocky shoreline for an occasional break to watch the gulls feeding and the fishermen working on the water.

Our day ended in Auld's Cove, on the mainland side of the causeway leading to the base of Cape Breton Island. We pulled off the highway at the motel's roadside sign and worked our way down the tree-lined drive. The well kept building(???) and the grounds sat on a peninsula in George's Bay, nestled at the foot of the hills of Cape Breton Island. Our bikes, parked by the doors to our rooms, were just a few feet from the ocean. The views were indescribably! We were able to watch the sunset dancing on the bay and the sunrise climb over the mountain the next morning.

Continued next page...

The accommodations even had a restaurant with a panoramic view of the bay. After such a fine day on the bikes, and a relaxing evening in such an unbelievable setting, how could our trip offer us more?

But the next morning began with another spectacular day – another 95% (+) day if that is possible. A beautiful sunrise over the mountains and on the calm bay waters we watched a flock of ducks begin their day as we were having breakfast in the motel restaurant. This day was the pinnacle of our trip. Our ride to Cape Breton Island and the Cabot trail began with a brilliant blue sky.

As we worked our way along the switchback roads that ran along the cliff's edge we stopped to enjoy the high outlook at Cape Smokey Provincial Park. This picnic and trail area allowed us to look back along the mountainous roads we had just climbed. We watched as a sailboat circled in the water below us while a pilot whale jumped and played around the boat.

Another stop at Lakies Head further along the trail we were able to see more views of the bluffs along the coastline. Here we counted 16 or 17 pilot whales playing in the wake of a fishing trawler that was heading back to shore. This made up for not seeing any moose while we passed through the Game Preserve a few days earlier.

Along the North Mountain within the park there were some very steep climbs and descents that were interwoven with the sharp curves and views that dropped off the edge of the road to the deep valley below. We picked up lunch-to-go at a shop along the way and were able to enjoy our meal beside the Grande Anse River, where the brook trout were as interested in our sandwiches as we were. At several of our stops we met up with bicyclists that were working on the same routes we were taking. We were glad that we had the motorcycles under us and wished those peddling best wishes.

After exiting the National Park and the Cabot Trail, we followed the western coastline of the island back to the causeway leading off the island. Our only regret, on this ride perfect day, was that it drew to a close with many roads still unexplored.

The next dawn was another picture perfect morning and we all had expectations of an anticlimactic ride as we left Auld's Cove and Cape Breton Island behind. But the great Nova Scotia weather and roads that were constructed with a motorcycle in mind quickly had us looking forward to another fine day.

Our plan for the day was to ride toward the eastern coastline and the Provincial Capital of Halifax. The relaxing route wove in and out of small villages and harbors. Again, we were amazed at the beauty that was before us. Both nature and man offered us glimpses of near perfection, from the ocean inlets and rocky coast, to the peaceful hamlets, and the fishing boats nestled in the bays could all be postcard scenarios or an artist rendition of the way life should be.

Once down the coastline and into the Halifax area we negotiated the city traffic and made our way to Peggy's Cove. This part of the Nova Scotia coastline is so different than anywhere else we had traveled. The terrain looked like a rocky mountaintop or even an alien planet with large boulders and ledges protruding from fields with very little foliage..

A short distance from Peggy's Cove was a memorial to Swiss Air Flight 111. This ill-fated plane crashed into the Atlantic just off shore during September 1998.

Our stop for the evening was in Liverpool at the mouth of the Mersey River. Our lodging was nestled into the banks of the river and after dinner and a walk along the historic town we watched sea otters play in the water.

It was our final hours in Nova Scotia and we were up and on the road early to make our reservations for the Catamaran, "The Cat," in Yarmouth.

We spent our last night on the road in Bucksport, Maine, a quiet little town located along Maine's Route 1, complete with an old fashioned Main Street lined with quaint stores and inviting restaurants. The Penobscott River curved around behind our hotel allowing us to a great view of the boats moored along the shore. Our last morning on the road greeted us with another fine weather dawning. It was another beautiful sunrise with temperatures in the 60's made our final day's ride a pleasant one as we headed for home.

Any member wishing to receive an updated version of the chapter bylaws, please contact Chapter Secretary Mickle or President Laford



The scenery was spectacular along the Cabot Trail in Nova Scotia. The roads were windy (and without potholes), the views were

Congratulations to Kevin Martin on passing his EMT-Intermediate! Good job Kevin.

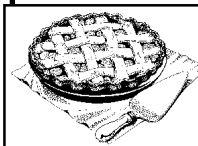
At the convention Bob L. was saying that enroute to Laval his group had no U-turns during their travel day. Well Bob made up for it when they left Laval on Sunday — they made three that day! I think that is a

Mass-2 Annual Meeting

Our annual meeting was held on Sunday, October 12, prior to our Apple Pie Ride to Dummerston. Thank you to everyone who attended.

Besides electing a new President and Vice-president and re-electing our Secretary, the membership took care of other business as well. The 23 members present voted to change the chapter bylaws to say that our chapter is a red vest chapter. This means that if members want to display the RK crest on the back of their vest it must be a red vest.

Also, the chapter accepted a new chapter flag from Linda Stacy. Thank you for making us that great flag Linda!



And then it was Apple Pie! Our ride to southern Vermont in October is always a favorite of nearly everyone. This year we had a 12 bikes ride to Vermont even though Mother Nature did not cooperate!

Cold weather riding...

We are in the middle of our fall riding season and there can still be many days of sunshine left for us to mount our two-wheeled steeds and head out for a ride either by ourselves or with our friends. But fall riding should also make us extra cautious of ourselves, the road, and the other vehicles on the road.

Ourselves: Colder weather can affect us and our health. Dress warm. If out for a ride and not properly attired you may begin to develop hypothermia. As our body temperature drops, so does our ability to focus on the ride and the environment around us. Dress for the weather!

The Road: Leaves on the road, both wet and dry can be dangerously slippery and cause us to lose our valuable traction. There may also be times when you leave your home it is above the freezing mark but while you are on the road the temperature dips below 32 degrees. What about black ice or frost on the road? Pay attention to changes in how the pavement appears. This change in appearance may be a change in road construction, road cover, or moisture – and any change can effect the handling of your bike.

Other Vehicles. It may be cold out but dressed properly we are probably still on our bikes. But the other drivers may not consider this. It's cold, it's getting late in the fall and nearly the end of our riding season — the driver in the SUV or mini-van probably isn't even considering that the headlight heading towards him is a motorcycle. Be on guard!

And when you do put your bike away for the winter months, remember to take a few minuets to care for it before it's bedded down for the cold weather. Fill the gas tank, ensure the cap is on tight, and run some gasoline stabilizer through the system. Change the oil and filter. Make sure that the coolant system is filled with a 50/50% antifreeze solutions.

Wash and dry your bike. Wax all the painted areas and apply rust inhibiting oil to any safety chrome. Look for any loose nuts or bolts and inflate your tires to the recommended pressure. Care for your battery. This may mean removing it, checking the water levels in the cells and trickle charging monthly – or it may mean that you monitor the battery with a battery tender during the winter.

Place your bike on its center stand and cover the bike with a porous material that will not restrict airflow.

Don't be too sad. We're already planning next year's rides and before you know it, our bikes will be uncovered, the batteries re-installed and we'll be sharpening our riding skills for the 204 season!

Ride safe

Our chapter dues for 2003 is due!

Please look inside for your Red
Knights Dues Invoice.

Please send payment to Cliff Eldridge before
December 15.



Cold weather is back — Ride Safe!



Teddy Bear Ride

Thanks to everyone who helped make our Teddy Bear project a success. On September 27, 2003 we had an entourage of bikes that zigzagged some 150 miles around our membership area passing out "Little Hero" Teddy Bears made by the Vermont Teddy Bear Company.

We visited a dozen fire department and community ambulance services from as far as Orange to the west and Ayer to the east. Everyone had a great time (fog included) and the stations we visited were having fun with us and our bears as well!

The Vietnam Veteran's Memorial "Moving Wall" was in Gardner for a week in September.



The local Harley Owners' Group hosted a Ride to the Wall and members of our chapter were among the nearly 400 motorcycles that roared down Route 2 to pay their respects at the wall.

From the office of the
Past-president

Dear Chapter Members & friends,

I sit here as your recent past-president reflecting back to a time when a great bunch of people had a vision to launch what became Chapter 2 of the Red Knights Motorcycle Club. Back then the chapter had less than twenty-five members. And now, some twenty years later, twelve of those members are still active and our group stands as one of the most vibrant and alive chapters in the entire Red Knights organization. I would like to send special thanks to Phil Jordan, Maurice Lizotte, Cliff Eldridge, Charlie Clarkson and Wayne Stacey, our initial

officers, for their efforts in pioneering RKMA-2. Without them we would not exist. They are the ones who deserve the credit for not only getting the chapter started, but for keeping it going in those early years.

During the first ten years, from 1983 to 1993, Phil Jordan, a great guy, was the chapter's president. He and his lovely wife, Bea, did an outstanding job leading us through the early stages of our growth. In 1993 I took over the helm as Mass 2's president. With the Herculean efforts of a dedicated team of officers, over the last ten years the chapter has grown to the seventy-six members that we have today.

I'd like to acknowledge an important person in this chapter. Our treasurer, Cliff Eldridge, has done an exceptional job keeping our books in order. A few years ago we held an audit of the books. A task we had neglected for some time, and everything came out to the penny. Thanks to Cliff's attentiveness, not one thing was out of place. (Considering he was able to get two new bikes over the years, he really is that good. Just kidding) Thanks Cliff, for doing a great job!

It's hard to believe that ten years have passed and as I reflect on that time I remember telling Phil, jokingly, that I would take over as chapter president, but that I would only do it for ten years. Little did I know how true that statement became.

In 1997-98 I decided to become involved with the international level of this organization and was subsequently elected International Vice President. In 1999 I ran and was elected as International President. This past year I was re-elected for another two-year term. With all that I have to do as the Red Knights' International President I knew that I could not do our chapter justice by staying on as its President. So, this year I passed the torch on to another. Bob LaFord has agreed to and been duly elected by the membership to take over the duties as President of Mass-2. I told him that I would not put in the requirement that he had to hold office for ten years. I will miss being your leader but I will always be a member of Mass-2.

I wish I knew how many miles we have ridden together as a chapter over the last twenty years. I know that I have logged well over 75,000 miles with the Red Knights. In the early years we thought a long trip was 500-600 miles. Then in 1993 some of us got the bright idea embark on a cross-country trip. So Phil & Bea, Charlie, Peg and I, and Cliff & Marty shipped our bikes to Colorado Springs where we began a cross-country trip to California and back home. It took us around 7,500 miles to complete. Only then did we realize what a long trip really was and after it was over we all asked, "When can we do it again?"

From Peg and myself, thanks for the friendships we have made over the years and we look forward to being members for many more years to come. Being a member of this chapter is what ever you want it to be!! You will have the opportunity to meet more people from all over the USA and Canada then you will be able to keep track of. The best part of being a member of this chapter is getting to be friends with all of you.

Thanks, Ed & Peg

Red Knights Breakfast Club

The Breakfast Club has started again. It may be that time of year that we cannot get together on our bikes – so from October through April we will meet (in four wheels) for breakfast.

Join us each 3rd Saturday, 8:00 a.m. at the Westminster Fire Station and we'll choose a different breakfast haunt each time. That's November 15, December 20, January 17, February 14, March 13, and April 17.

Seems Donna Morreau and Bob Shakarian are both upgrading their rides... Donna says she is headed for the dark side with a HD Heritage and Shaky is headed for the Gold! That means they have a couple of rides that are up for sale if you know of anyone looking for good, clean bikes.

1993 Kawasaki 750 Vulcan (Excellent Condition) It's a Smooth Riding, Nice Sounding Machine with just over 10,000 miles. Has Saddle Bags, New Battery, and Windshield. Dealer offered Donna \$3000 for Trade-In. She says, "MAKE ME AN OFFER!!!" WILL STORE FOR THE WINTER. Contact Donna @ 978-665-9805 or donamore@aol.com

1999 Kawasaki 1500 Vulcan Classic (Excellent Condition). Just over 14,000 miles with Driving Lights, New Precision Shocks, New Back Tire, Windshield, Leather-like Hard Bags, New Battery, Back REST, and Luggage Rack. ASKING \$8000. WILL STORE FOR THE WINTER. Contact Bob @ 978-665-9805 or sharkey625@aol.com