

Check List for All Safety Officer/Road Captains

1. Always have a pre-ride meeting before every ride.
 2. The leader of group should make sure all the group gets out at one time safety.
 3. The lead rider should keep a check on the group behind him/her at all times.
 4. The Safety Officer/Road Captain should write a news letter for chapter to inform their members on safety info.
 5. Safety Officer/Road Captain should have an up to date first aid kit with them on any ride.
 6. Safety Officer/Road Captain should be aware of any riders that have medical back-ground in case needed on ride.
 7. Lead Rider should always gas up last on rides. This way that person knows everybody is ready.
 8. Road Captain/Safety Officer should make sure everybody has a full tank of gas before starting the ride.
 9. Safety Officer should always ride at near the rear of group. The reason is the S.O. can observe everybody while riding.
 10. If the Safety Officer is at the back of group he/she should ride between the center track and one of the other tracks, but not in the center. You can observe the whole group when riding in between the two tracks.
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Please answer the following questions:

1. Where should your first aid kit be located in your motorcycle? _____

2. During a group ride, where should the Safety Officer be located? Why? _____

3. How often do you think members should take a motorcycle refresher course? _____

4. You are riding in a group and notice one of your members does not ride very well, how should this situation be handled? _____

5. How often should you perform a safety check on your bike and what do you check? _____

6. As a Safety Officer, what is your greatest asset to your Chapter? _____

7. As a Safety Officer, what are your weak points? _____

8. What do you expect or want from your Conference Safety Officer? _____

15 Riding-In-Traffic Tips

Basics? Sure. But keeping them fresh in your cranial RAM could be the difference between riding tomorrow and The Long Nap

Close your eyes and recall your last ride in heavy traffic. Imagine the vehicles surrounding you, crowding you, cutting you off. Imagine yourself monitoring closing speeds, reading street signs, noticing and anticipating traffic lights. Then imagine guessing what pedestrians will do, or how slippery that painted line might be. And those drivers with cell phones, newspapers or screaming kids to deal with...imagine trying to guess what they're going to do.

Riding in traffic can be a nightmare, especially for street-riding newcomers. Is it any wonder so many motorcyclists crash and burn while riding on congested streets? It's amazing how many different tasks motorcyclists deal with on a normal traffic-choked commute. Doing it successfully means processing a multitude of items at once and reacting correctly to each. Doing it wrong can mean roadkill--the human kind. **Here are 15 smart strategies for dealing with traffic-choked streets.**

Watch drivers' heads and mirrors

Watching the head movements of drivers through their windows and mirrors is an excellent way to anticipate sudden moves. Most drivers won't lunge left or right without first moving their heads one way or another (even if they don't check their mirrors).

Trust your mirrors, but not totally

Your bike's mirrors can be lifesavers, but they don't always tell the entire story even if they're adjusted properly. In traffic, always buttress your mirror-generated rear view with a glance over the appropriate shoulder. Do it quickly and you'll add an extra measure of rear-view and blind-spot knowledge to your info-gathering tasks.

Never get between a vehicle and an offramp

This sounds almost too simple, but drivers who decide to exit at the last minute kill plenty of riders each year. The simple rule, then, is to never position yourself between a vehicle and an offramp. Passing on the right is generally a no-no, but in this day and age it's sometimes necessary. So if you do it, do so between exits or cross-streets.

Cover your brakes

In traffic you must often react extra quickly, which means not fumbling for the brake lever or pedal. To minimize reach time, always keep a finger or two on the brake lever and your right toe close to the rear brake pedal. When that cell phone-yakking dorkus cuts across your path trying to get to the 7-Eleven for a burrito supreme, you'll be ready.

Be noticed

Make sure drivers and pedestrians can see you, even from a distance. Ride with your high beam on during the day (as a courtesy, turn it off when sitting behind someone at a light), and wear brightly colored gear, especially your helmet and jacket. Aerostich's Hi Vis yellow suits and jackets aren't just hugely conspicuous, they've also become fashionable, so now you don't have an excuse.

Be ready with the power

In traffic, ride in a gear lower than you normally would so your bike is ready to jump forward instantly if asked. (Not everyone rides open-class twins, after all.) Doing so gives you the option of leaping ahead instead of being limited to just using the brakes when that pickup suddenly moves over. The higher revs might also alert more cagers to your presence.

Traffic slowing? Stay left (or right)

When traffic slows suddenly, stay to the left or right of the car in front of you. This will give you an escape route if needed. It will also help keep you from becoming a hood ornament if the car behind you fails to stop in time. Once you've stopped, be ready--clutch in, your bike in gear and your eyes on the mirrors. You never know.

Practice the scan

Constantly scanning your entire environment while riding--from instruments to mirrors to the road ahead to blind spots to your left and right rear--keeps you aware and in touch with your situation, and therefore better able to react. Dwelling on one area too long--watching only behind or in front of you, for instance--is just begging for trouble.

Left-turn treachery

When approaching an oncoming car that's stopped and about to turn left, be ready. Your brights should be on so the driver can see you (during the day), but don't rely on this to save you. Watch the car's wheels or the driver's hands on the steering wheel; if you see movement, be ready to brake, swerve or accelerate, whichever seems best for the situation.

Study the surface

Add asphalt conditions to your scan. Be on the lookout for spilled oil, antifreeze or fuel; it'll usually show up as shiny pavement. Also keep an eye out for gravel and/or sand, which is usually more difficult to see. Use your sense of smell, too; often you can smell spilled diesel fuel before your tires discover how slippery the stuff is.

Ride in open zones

Use your bike's power and maneuverability to ride in open zones in traffic. In any grouping of vehicles there are always some gaps; find these and ride in them. Doing so will separate you from four-wheelers, give you additional room to maneuver and allow you to keep away from dangerous blind spots. And vary your speed. Riding along with the flow can make you invisible to other drivers, especially in heavy traffic.

Use that thumb

Get into the habit of canceling your turn signals often regardless of the traffic situation. A blinking signal might tell drivers waiting to pull into the road or turning left in front of you that you're about to turn when you aren't. So push that switch a few times each minute. Better to wear out the switch than eat a Hummer's hood, eh?

It's good to be thin

A huge advantage single-track vehicles have over four-wheelers is their ability to move left and right within a lane to enable the rider to see what's ahead. Whether you're looking to the side of the cars ahead or through their windshields, seeing what's coming can give you lots of extra time to react.

More than one way out

Yeah, motorcycles fall down. But they're also light, narrow and hugely maneuverable, so you might as well learn to exploit their strengths when things get ugly, right? So don't just brake hard in a hairball situation. There's almost always an escape route. Swerving into Mrs. Smith's front yard could be a lot better than centerpunching the Buick that turned left in front of you. Always have an escape route planned, and update it minute by minute.

Running interference

This one's easy, and we'll bet most of you already do it: Let larger vehicles run interference for you when negotiating intersections. If the bonehead coming toward you from the left or right is going to blow the light, better they hit the box van next to you, right? For the same reasons, don't lunge through an intersection as soon as the light turns green. Be patient, and use the vehicles next to you as cover.

CURVES Oct. 2012

The following information is only suggestions to help make you a safer rider while traveling through curves. You should always slow down before any curve to a speed that will allow you to accelerate through a complete curve. By doing this, your bike will be stabilized. When entering a curve, you should be ready for any emergency that could arise. Some of the emergencies could be a vehicle approaching from the opposite direction in your lane, fallen rocks/gravel/or any other debris in your lane. At this time of year you might even have a deer standing in the lane.

The proper way to stop your motorcycle in a curve is first straighten your handlebars and then apply both brakes evenly and quickly. This will prevent your motorcycle from high siding, rolling over, or going down.

When riding on winding roads in a group, you should have more space between the motorcycles to give everybody time to react to emergencies. When riding single, you have more room to maneuver or brake in case of an emergency. MSF teaches to enter a curve on the inside of the curve and gradually travel towards the outside, once you see the end of the curve you gradually travel back towards the inside. This gives you a longer sight distance and you do not have to steer your motorcycle as sharply as you would if you stayed in the same track of the roadway. The lane you travel in has three tracks, inside track, center track, and outside track. You try not to ride in the center track because this is where most debris will be found. At a stop sign or stop light this is where you will find oil/transmission leaks.

The last thing, this time of year you have leaves everywhere and when you ride across several of them at one time it's like riding on "ICE". Please ride as safe as you can.

D.W Conners

Blue Knights WV II

MDC Safety Officer

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MDC August 2014 Safety Article

Safety Tips When Riding

The following items listed are only suggestions as always. Try them and if they work use them, if they don't try something else.

Some of us do engine braking when coming up to a red light waiting for it to turn green. By down shifting instead of using your brakes it saves your brake pads and rotors. The suggestion for this would be to tap your brakes a few times to let the vehicles behind you know you are slowing down.

If your motorcycle only has one tail/brake light the suggestion would be to mount an extra light on the rear of the bike. If that one light burns out and you don't know it the back of your motorcycle at night-time won't be seen by anyone.

When riding in a staggered group you should be able to see the face of the rider in front of you in his mirror. If you can't the suggestion would be to back off until you can. You are riding too close to that rider if you can't see the rider's face. The same goes for the rider behind you. Without turning your head using your peripheral vision you should be able to see their face. If you can't that rider is too close to you. Suggestion, back them off.

If you are going on a group ride with a new rider or someone that has been invited to ride with your group, I suggest that rider be positioned directly behind the lead rider. The reason for this is if something happens the rest of the riders would have time to react. If the rider is behind you and that rider dumps the clutch or rolls on the throttle out of control they could take out several bikes before you have time to react.

D.W. Connors

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LIABILITY RELEASE FORM

PARTICIPANT'S AGREEMENT TO INDEMNIFY AND HOLD HARMLESS THE BLUE KNIGHTS INTERNATIONAL LAW ENFORCEMENT MOTORCYCLE CLUB, INC., BLUE KNIGHT VIRGINIA CHAPTER III, STATE OF VIRGINIA, V.F.W. POST 9808 at 7168 FLAG LANE, Mechanicsville, Virginia, 23111. The participant, shall indemnify, hold harmless, and release from any and all liability, the V.F.W. Post 9808, its Agents, Officers, Directors, Employees, and/or the Blue Knights International Law Enforcement Motorcycle Club, Inc., its Conferences, Chapters, Officers, Directors, Members, Agents and Employees from and against all claims, damages, losses, and expenses, including attorney's fees arising out of or resulting from the participation in the WORK-SHOP at 7168 Flag Lane, Mechanicsville, Virginia, 23111 on October 04 & 05, 2014, provided that any such claim, damage, loss or expense (a) is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of tangible property, including the loss of use resulting there from, and (b) is caused in whole or part by any negligent act or omission of the V.F.W. Post9808, its Agents, Officers, Directors, Employees, and/or the Blue Knights International Law Enforcement Motorcycle Club, Inc., its Conferences, Chapters, Officers, Directors, Members, Agents, and Employees or anyone directly or indirectly employed by any of them, or anyone whose acts any of them may be liable, regardless of whether or not it is caused in part by party indemnified and/or released from liability. I have read the above statement and agree to it.

SIGNATURE _____ DATE ____/____/____

Print Name _____

Co-Rider _____ DATE ____/____/____

Print Name _____

Witness _____ DATE ____/____/____

SAFETY REPORT

This time we focus on your motorcycle tires. With the issue being **TIRE AGE!** Many riders may unknowingly be riding or even worse, buying (new?) tires that in fact are not very new! So, let's get some facts in our pocket regarding reading the tires so you know **HOW OLD** the tire you are riding or buying really is.

Some tire facts for you to know:

- All tires sold in the USA have to have a date code embossed in a sidewall.
- The code is preceded by the DOT name.
- The date code is **ONLY** on one side of a tire.
- A tire built "before" 2000 uses a three (3) digit date code.
- Those pre-2000 codes = first 2 numbers are the **WEEK**; the last digit is the **YEAR** i.e. a code 379 means 37th week of year 1999.
- Also, a sideways triangle located at the **END** of the serial number denotes a tire built during the 90s decade.
- Now, let's switch to the years 2000 up through now; with year 2000 the date codes switch to four (4) digits.
- The 2000 on tires = first 2 numbers are the **WEEK**; the last two digits are the **YEAR** i.e. a code 4106 means 41st week of year 2006.
- Let's see a typical sidewall number:

DOT IA HR 2AE2 2209

- DOT – means the tire meets the U.S. DOT tire safety standards.
- IA – a tire manufacturers plant identification code, in this case IA is IOWA (where a number of tires are built at several plants).
- HR – The tire size code.
- 2AE2 – the different manufacturers set this code, it represents a type of tire (tractor, car, truck, motorcycle, etc.).
- 2209 – The 22 is the 22nd week of the year (in 2009 this is mid-May); the 09 means the year 2009.

A tire industry guideline is – a tire "shelf life" (sitting without being sold) is six (6) years maximum. Tires in use, should be **REMOVED** = after ten (10) years of age. Also tires with cracks in sidewalls or between treads should be removed.

Finally, always be sure – that a new tire is installed with a brand **NEW VALVE STEM**. Big mistake to put on good, "new" rubber and use old stems with aged rubber compound.

Winter is here, time to look at tires, browse the dealers and magazines and see what you can do for your safety by putting the **BEST RUBBER ON THE ROAD**.

Now, go check your tires

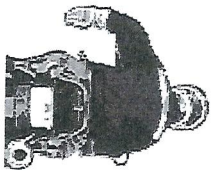
Common hand signals

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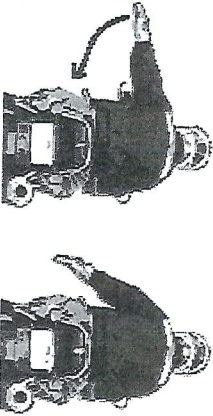
Often during the meeting, hand signals are reviewed so that you can communicate with the other riders during the ride. Hand signals are a useful tool to keep the group aware and cohesive on the roadway. Your group is free to determine its own set of signals, but here's a review of some commonly used ones:

Hand Signals

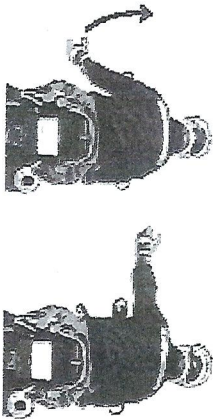
Stop - arm extended straight down, palm facing back



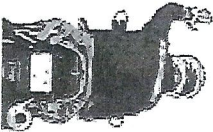
Slow Down - arm extended straight out, palm facing down



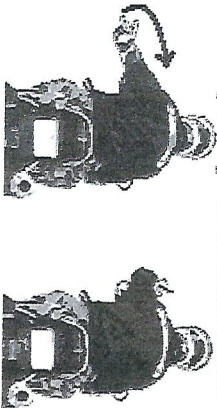
Speed Up - arm extended straight out, palm facing up



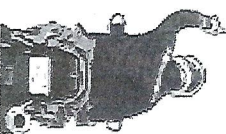
Follow Me - arm extended straight up from shoulder, palm forward



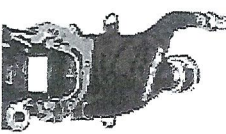
You Lead/You're - arm extended upward 45 degrees, palm forward (pointing with index finger, swing in arc from back to front)



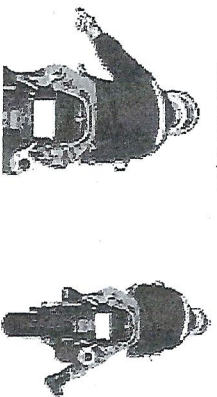
Single File - arm and index finger extended straight up



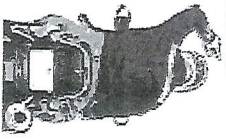
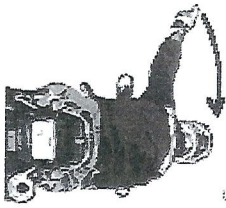
Double File - arm with index and middle finger extended straight up



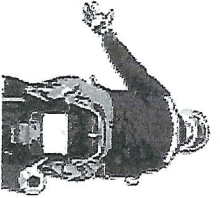
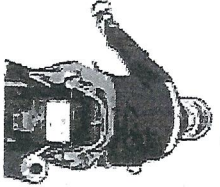
Hazard in Roadway - on the right, point with right foot; on the left, point with left hand



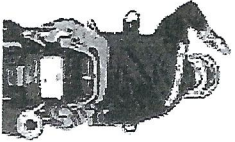
Pull Off - arm positioned as for right turn, forearm swung forward shoulder



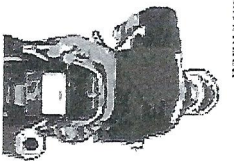
Turn Signal On - open and close hand with fingers and thumb extended



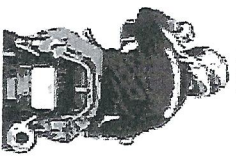
Highbeam - tap on top of helmet with open palm down



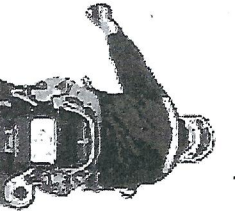
Pinch - arm out to side pointing to tank with finger extended



Refreshment Stop - fingers closed, thumb to mouth



Comfort Stop - forearm extended, fist clenched with wrist up and down motion



Check-Off List for Ride

Check Off List for Motorcycles before Rides

1. Check oil level
 2. Check for tire wear and air pressure
 3. Check all lights-brake, running and flashers
 4. Gauges, clutch and brake cables for wear or a lot of play
 5. Check distance play on hand brake cable and foot brake pedal
 6. Have an up to date first aid kit
 7. Have a rain suit, extra riding gear in case of weather change
 8. Have a full tank of gas and a fully charged cell phone, if you have one
 9. Make sure windshield and lights are clean, so you can see and be see
 10. Have a tire pressure gauge on bike
 11. Have suspension adjusted if you are carrying a Co-Rider or a heavy load, or both
-

Rider/Co-Rider Check List

1. Be well rested and not on any major medications that would hamper your riding
2. Have good motorcycle riding gear on that will protect you from the weather and other hazards
3. Wear an up-to-date D.O.T. approved helmet that hasn't b dropped or has defects. Also, make sure the visor/glasses are clean and clear of scratches that would hamper your ability to see good.
4. If you have a Co-Rider, they should have the same gear on as the rider and be free of any medications that would hamper their co-riding ability.
5. Rider and Co-Rider should take an updated motorcycle course every two to four years minimum, to keep your riding and co-riding skills proficient. This should help keep bad habits from resurfacing.

D.W. Conners

Blue Knights

M.D.C. Safety Officer

WHEN ON A GROUP RIDE

All First and Rear Bikes Have First Aid Kits

Extra Space between Bikes

Single File on Narrow Roads

If Anything Happens the Rest of the Bikes Will Find A Safe Place to Pull Off Until Other Wise

If Anybody Wants To Leave Ride Please Do So At Regular Stop

If You Start Having a Health Problem Drop Out For Tail Gunner Let Him Advise the Leader

Have Radios Close Leader and Tail-gunner.

Signal to Rider behind You of Any Danger in Roadway

Good Space Cushion, "NO TAILGATING"
