

The Guardian

International Newsletter for the
Green Knights Military Motorcycle
Club

www.greenknightsmc.com

Spring 2011 Edition

Editor: Carl Sisco

From The Editor: The Green Knights now
have a radio program! Be sure to listen in at:

[http:// talkshoe.com/tc/94580](http://talkshoe.com/tc/94580)

to Green Knights Radio. Next two hour show is on 6 July
at 8PM, past shows are available in podcast. Last month's
guest's included: Brittany Morrow of "Rock the Gear dot
com." Gary Sheffmeyer, National President of Rolling
Thunder Inc. Jason Pridmore of AMA racing fame and the
Star Motorcycle School.

This month's big guest will be Erik Buell!



Let us know if there is anyone you know in the motorcycle
industry, that you would like to hear on the show.

A Word from Green Knight One:

Adam Buehler, President/Founder GKMMC Intl

New items for sale!

I Serve, I Ride patch – minimum order of 5 @ \$6 each

"MMC" Patch – min 5 @ \$6 ea.

GK Poker Chips 5 @ \$3 ea.

Bike Flags \$15 each

3x6 foot Green Knights Flags \$100(?) plus S/H Group Buy!

Contact your President, VP or Sgt at Arms to order yours!

Tire Safety Tip: From Chapter 49 of Dover AFB De,
Newsletter "The Rider"!

Take a look at the tires on your bike. Most of us glance at the tread every so often. If the tires are old, but with lots of tread left they may still be of questionable integrity. So how do you tell the tires age? Every tire made has a DOT number on the sidewall. (Like a VIN number on a vehicle) Every tire made since 2000 has, as its last digits in the DOT number, the last 4 digits are the week and year of build date. So a DOT ending in 0608 would mean that tire was built the 6th calendar week of 2008. Or the middle of February. So you may have tires that have lots of tread, but are old. How old is "too old". That's the big question. There is no exact answer. I don't even have an exact answer. But I will say this. As a tires age, it will lose its elasticity and its ability to cling to the little irregularities in the road surface. And while most of the time, you'll probably be ok riding around to your favorite burger joint. When that other vehicle turns left in front of you. An old tire won't have the traction capabilities of a new tire. That may mean the difference of being able to stop or swerve out of its way, or not. Or you may enter a turn, say Highway 9, and you may go past the point of tire traction capabilities and whoops. I'm guessing that for most of you, replacing a tire that has good tread may seem like throwing money away. But I'm also guessing that most of you have a higher deductible on your bike insurance, than the cost of new tires. "Ride hard - Ride often" *The Wrench*

Hot Weather Safety: Thomas Briggs, US Army
Surface Deployment and Distribution Command Safety and
Occupational Health Manager

Basic Heat Injury Prevention

Reduce heat injury by forcing water consumption.

When possible, provide cooled water (50-60 Degrees F) to enhance it's taste and increase voluntary water consumption.

Drink 1 Quart of water in the morning, at each meal and before hard or strenuous work.

Take frequent amounts of water (not soda), which is more effective than drinking a large amount of water all at once.

Larger persons need MORE water.

Eating three salt seasoned meals a day gives your body all the salt it needs.

Ride in the cooler part of the day when possible.

Take frequent breaks more as the heat increases.

Know what the current heat index is. 95 degrees Farenheight and 90% humidity will fell like 147 degrees F to your body!

Get acclimated, give you body time to get used to the heat.

Finally, know your local emergency contact procedures. Time is critical to a person suffering from a heat injury. "911" may not be the emergency contact number on a military installation.

Wounded Warrior Bike displayed during Spring Fling at Sunny Point NC.

Scott Britt of Britt's motorcycles in Wilmington, NC did the custom paint on the bike. When asked by the Sunny Point Green Knights to help with a safety display during the Car and Bike contest held during the Spring Fling. Scott graciously volunteered to display the bike.



Chapter 66 Sunny Point, NC

The Green Knights of Chapter 66 set up a motorcycle safety display during Sunny Point's annual base picnic known as the Spring Fling. The display consisted of a Power Point Presentation about the visibility of motorcyclists gear in low light and darkness. AND the Wounded Warriors Project, Harley Davidson custom trike!



Scott had the bike delivered and set up for the show. This was only the third time the bike had been displayed since being unveiled during the Rolling Thunder "Ride to the Wall" in Washington, DC. Scott plans to auction the bike in

Florida later this year. All proceeds from the sale will be donated to the Wounded Warriors Project.



The paint includes the logos from each branch of the military and the Coast Guard, including the POW/MIA flag and mottos from each service branch.

Chapter 20 Green Knights on Air

Force TV: 11th Wing Public Affairs

Air Force TV and the Green Knights of Capital Region, Chapter 20. Visited Joint Base Andrews on June 3rd, to film

a public service announcement with Air force Vice Chief of Staff, General Phillip Breedlove and Terry Yonkers, Assistant Secretary of the Air Force Installations, Environment and Logistics.



“Each rider is ultimately responsible for his or her individual safety decisions and we’re counting on you to maintain your focus on safety,” said both General Breedlove and Mr Yonkers. “Both of us are avid, life-long motorcycle riders and can speak from experience. Each rider must exercise special caution, know their limitations and make the right decisions when it comes to speed, reckless riding and alcohol use.”

Officers of the Green Knights rode through the streets of Joint Base Andrews alongside General Breedlove and Mr.

Yonkers. They also showcased the use and wear of proper protective equipment to include reflective vests, helmets and gloves.



“2011 is the year of motorcycle safety. General Breedlove and Mr. Yonkers want to stress the importance of mentorship and safety,” said Master Sergeant Ruben Mojica, Naval facilities Engineering Command Public Works Department, Production Division, Base Services Vehicle Bolling Md. And Green Knights National Capitol Region, Chapter 20 President. “Mentorship is vital to foster positive riding attitudes, behaviors and to build necessary riding experiences for not only novice riders, but for experienced riders, that might not have been aware of their weaknesses with certain riding techniques.”

Columbus AFB, MS

Green Knights pose for base “Motorcycle Safety Month” posters:

Jason Baty, Columbus AFB, MS

Motorcycle riders on Columbus AFB, MS, many of them Green Knight’s were asked by the Base Safety Office. To Pose for Motorcycle Safety Posters. The posters were posted around the base during Motorcycle Safety month in May. “These posters are geared toward educating drivers,” says MSGT Jason Baty.



TECH TALK - TCB Brakes Product

Review: Adam Buehler, GK One



“A New Found Confidence”

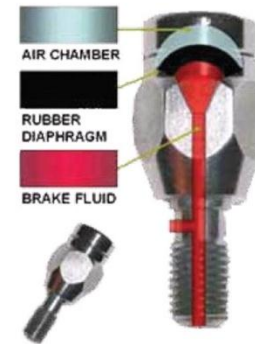
When I saw a posting on our Facebook page from Jeff

Richards, Green Knights International Military Motorcycle Club Safety Director, asking if anyone tried this new product called TCB (Traction Control Brakes) brakes, I thought “what could this be and can it benefit our members?” As always Green Knights MMC strives to find new products that help our members, I needed to look further into this.

I started out surfing the internet and found a few articles on the system. It was an interesting design and they boasted a system that would allow you to have similar results to anti-lock brake systems. It was easy to find their web site: www.TCBbrakesystems.com and I immediately contacted the company for further information and ask some questions about the product. In dealing with other companies I rarely get to talk to neither the inventor nor the owner. This was different.

When I called I spoke directly to the owner/inventor of the TCB system, Mark Lipski. Mark was more than happy to discuss his product and threw it to me to prove his system wrong. I thought this could be a great test for us. Let’s see how this product works and if it could benefit the club. After several phone calls back and forth, it was decided that

a Green Knights test would be in the best interest of all.



Less than a week later I found a small package in the mail and saw it was from TCB. I could not help but to think “This package was way too small for anything that is going to rival ABS brakes” I opened the package and found three odd looking banjo bolts inside. After showing it to several other Green Knights from Chapter I, we all were very interested in the test results. I had to find out for myself if this is going to work.

Before the testing I wanted to learn as much as I can about this system. The TCB system is an alternative to ABS brakes. It allows those of us who do not have ABS to add it to our bikes.

I was first figuring I would have to replace my entire braking system and put in a computer or control box. I was completely amazed (but skeptical) when Mark told me the system was only \$79.00 for each wheel in most cases and only affected the brake caliper banjo bolts. I immediately needed to know more.

The system is simple. It's just a small banjo that replaces the current one on your brakes. The system is designed with an expansion chamber on the top half. In there is a chamber that has a small bladder in it. When you hit the brakes, the fluid pushes against the bladder and fills into the expansion chamber creating a controlled compressibility function. This allows the rider the ability to grab the brakes and come to a controlled stop. No longer will you grab the brakes and hope not to lock up.



Now it's testing time. I wanted to test a bike that I know will show me some results. After looking at my bikes I had a few choices; 09 Buell, 11 KLR650, 01 Shadow, and my 91 FLHTCU. I decided the best bike to perform the test on would be the 91 FLHTCU Harley Davidson Tour Glide. The 91 Tour Glide is a beast, she is 806.9 pounds of true American steel and a perfect candidate to

test a brake system and take it to its limits. The main goal of this testing was to see if I could stop this bike in a shorter distance. Throw in the handling and better controlling, then that's the system for me.

If you want to buy this system I suggest that you first get to know your bike. Take it out and get a feel for the brakes and how it handles. Not many of us ever take the time to learn how the bike handles or reacts in situations. Let alone pay any real attention to the brakes and how they function. That is until something really does not feel right or something goes wrong. We plan to fix that.

For our testing I took the Tour Glide out on a bunch of back roads. Taking the bike to an area in my neighborhood that allowed me to hit some heavy curves and try a few controlled hard stops. **Please note:** this is not recommend for anyone to try, but I even made sure to hit sand and some gravel areas. After composing myself and thinking "what am I doing?" I knew I was ready.

The first test was simple. I was to ride down a road and hit the brakes in a moderate stop. At 30 mph and stopping at a moderate braking (to the point of hard braking), it took

the Tour Glide almost 50 feet to come to a stop. I measured the distance and documented it.

Next was to put the TCB system onto the bike. Please note, if you do not have the “know how” or any mechanical skills, I do not recommend putting the system on yourself. However, if you do have basic mechanical skills, then the system will take 20-30 min to install. I was informed by TCB a lot of the shops will put them on for you at their normal hourly rate. The install was simple. On an average you will spend more time breaking out the tools than what it takes for the install. It took less than 20 min to install and bleed out my front brakes. After I was done, I instantly felt different in the brake lever. I was eager to get out on the road. I needed a road test!



Part two of the test I used the same roads and testing areas as in the first part of the test. I immediately noticed a difference. The brakes felt smoother and the braking crisper. I was able to grab the lever and the brakes would not lock up. It aided me in bringing the bike to a sharper stop. As a side note, I have to admit the TCB system might

have saved my life. I was riding home from work and an H3 Hummer pulled out in front of me, as they pulled out a school bus in front of them stopped and put on their flashers to let off some school kids. We have all been there so many times. The quick reaction of most of us is to scan for an area to slide off to, making sure I lock up the bike correctly, and ditch if need be. I seriously thought this was it. I reacted and grabbed the brakes hard. The bike stopped in a very short distance and did not lock up. I was amazed at how the system functioned. Knowing my bike with the weight and aged braking system I know I would have had to look for the “out path” and possibly stop alongside the H3 or even go into the rear if I had locked up.

As I ride the bike more and more I notice a new found confidence in an old but reliable friend. If I need to grab the brakes I no longer have the fear that the tires will lock up. On several occasions I have had the need to stop quickly. Knowing the way the brakes react with the TCB system on my bike, she no longer takes forever to come to a halt or the flash of fear pass by me in thinking the brakes could lock up at any time. Now, I just grab the brakes and stop in an even manner. It's a new bike! I even noticed I was stopping in a shorter distance than a linked brake VTX 1800. My bike may have a few pounds on it but I was able to stop in a slightly shorter distance. The brake system seems to be a great alternative to purchasing anti locking

brakes or bringing new technology to that old favorite bike. If your one like me and hate to get rid of them, bring some new life to it with the TCB brake system. I plan to put the system on all of my bikes. As a final note, thought or just a some guy who rides and tried something new; to date, this system has proven itself to the point where we have worked a deal with TCB and will to pass along savings to all GKMMC members.

If you would like to farther research into this system or place an order, contact:

Mark Lipski Inventor & Owner

TCB Brake Systems

lipskimark@yahoo.com

903 569 2998

Let him know you're a Green Knight MMC member and he will apply a 20% discount to your order. Currently the TCB Brake Systems website may be down for a major makeover to introduce the new gas charged TCB II so for information purposes you can visit his blog; <http://tcbbrakes.wordpress.com/> or if you wish to comment on this review go to; <http://gkmmc.wordpress.com/>

Editor's Note: "Mark was a guest on our May radio show. You can listen to him talk about his product on podcast."

“American Patriots”

Chapter 64, Goodfellow AFB, TX

Offer Mentorship to Base MSF & ERC Attendees:

Pete “LocTite” Nusskern, Secretary & Charter Member Ch 64

At Goodfellow AFB, the members of Chapter 64 attempt to meet and introduce themselves to every MSF Basic Riders and Experienced Riders Course that is taught on the base. With the permission of Mr Marshal Munce, of Southwest Motorcycle Training in San Antonio Texas. Two officers or members introduce themselves to the students and present themselves as the base endorsed motorcycle safety and mentorship military motorcycle club.



They then go on to explain how their club can help them expand on the skills learned in the safety course. Together

with one-on-one mentorship and group riding to get BRC class members through the critical first 6 months of riding. After this well documented period, they are then able to take the ERC on their own bikes. According to Mr. Munce riders from the Green Knights, show significantly better riding skills when taking the ERC.

When meeting with the ERC they try to encourage riders who are not GKMMC members to join the the chapter and share the skills and training with other new riders. Mr. Munce was made a honorary member of Chapter 64, because of what he does to make new motorcyclists safer riders.



On average only 2-3 riders join the Green Knights from the BRC. Most are permanent party personnel who will be stationed at Goodfellow AFB. Others may be students who will soon graduate and move on to another base. They are strongly encouraged to visit the GKMMC International site and see if there is a chapter on the base, fort, or camp

they're going to. Students from all five services attend training at Goodfellow.

They try to foster interest in their club by letting new riders know, that safety is not all the club has to offer. They let the new riders know that they also have fun whenever they are out enjoying a ride. Participating in parades and BBQ's and other community and joint events with the local Blue and Red Knight chapters.

At every meeting with new classes a flyer is passed out, containing info on club meetings, rides, website and POCs. This is also followed up by an email that again attempts to encourage riders to give the Green knights a look see.



Former Green Beret and Vietnam Veteran honors return of former MIA SFC Donald Shue: *Carl Sisco Ch 66*

It was an unusual request, from John Messner the Chapter 66 Treasurer. He needed to find out details for a ride honoring a Green Beret, whose remains had been identified and were being interred in Kannapolis, NC on 1 May 2011.



SFC Donald M. Shue

It seems SFC Shue had lived across the hall in the barracks from John while in training on Okinawa, Japan prior to going to Vietnam in 1969. SFC Shue, while serving with the 1stth Special Forces Group and attached to MACV-SOG,

was lost during a patrol 30 miles inside Laos on 3 November 1969. 4 Montangards attached to the patrol escaped and reported the ambush of their patrol. Due to bad weather a recovery team could not get to the area until 11 November. Only the web gear of SFC Shue and the other Green Beret team members could be found, all were listed as Missing in Action.

It was only after a Laotian farmer's son and told an American, that he knew where an American soldier had been buried by his father after an ambush in 1969. That led to a search by a team from the Joint POW/MIA Accounting Command (JPAC), Lao People's Democratic Republic and the Socialist Republic of Vietnam. The JPAC team excavated the site, found the remains of SFC Shue and the other team members. Physical belongings consisting of a lighter with SFC Shue's name and "1969" engraved on it, DNA and dental records. After more than 40 years MIA, it was confirmed that SFC Shue had finally been found.

Green Berets from all over the United States attended the memorial service, including SFC Shue's former Sergeant Major. At one point during the service, John Messner was asked to "straighten the beret" on SFC Shue's casket by the former 1stth Special Forces Group Command Sgt Major, CSM Dewey Simpson.

"The funeral procession of bikes was 9 miles long," John told me. The NC State police actually shut down portions

of I-85 for the procession. News accounts state that 1800 motorcycles were in attendance. SFC Shue had been an avid rider before going to Vietnam and his family asked for an escort from Rolling Thunder Inc. Other groups attending included the Patriot Guard, Green knights and other veteran motorcycle clubs. SFC Shue's nephew led the procession of motorcycles.

John Messner is the Treasurer and a founding member of Chapter 66. An avid motorcycle rider, who has some different ideas about hi-viz motorcycle clothing! A retired US Army MSGT, he served in Special Forces and US Army Intelligence. John is proof that there is SOME, intelligence in the Army. Even if he did, jump out of perfectly good airplanes once in awhile...

Editor's Note: SFC Shue was a Specialist 4 at the time of his death. Per US Army Regulations for MIA's and POW's, he's been promoted as still being on duty.

UPCOMING EVENTS

Paul Jr. Designs Open House - July

Officer's meeting in Las Vegas, Nevada 25-28 August

Knight's of the Round Table – 13-16 October

Chapter 66 Beach Run – in Planning!! Interested Chapters please contact Carl Sisco 910-200-8333 or DSN 488-8388.

WHAT'S YOUR CHAPTER DOING?

Send in your Articles and Pictures! Let everyone know what your chapter is doing!

Do you have any ideas for events or new motorcycle industry news?

Send articles to: www.asisco2022@att.net or carl.a.sisco@us.army.mil.

The Summer edition needs your stories and pictures!!

Carl "Sisco", Editor