

THE KNIGHTLY NEWSLETTER

Blue Knights © California VI

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UPCOMING RIDES

MAY 2025



If everyone is moving forward together, then
success takes care of itself.

Henry Ford

**MEMBERSHIP
MEETING DATE**

JUNE 14, 2025

Featured in
this edition



**Poker Chip drawing was held. Miguel Martinez' name was drawn.
Since Miguel was not present he did not win the \$15.**

By being present at the monthly Blue Knight Chapter meeting you become eligible for the drawing. If you are present, you win the amount in the pot. If you are not present \$5 is added to the pot. Currently the amount is \$20.





THE BLUE KNIGHTS



The Blue Knights® International Law Enforcement Motorcycle Club, Inc., is an International fraternal organization comprised of law enforcement officers and their families who are also motorcycle enthusiasts.

Headquartered in Bangor, Maine, the Blue Knights® operates under an international constitution and bylaws within an organizational structure of an international board of directors and eleven regional conferences, each conference including a number of local chapters. The Blue Knights® promotes safe and responsible motorcycling and sponsors fund raising in support of numerous charities.

The inception of the Blue Knights® came in April 1974 when a Bangor Maine, police officer had the idea of forming a motorcycle club for people in law enforcement. Since then, the club has grown to become the foremost and largest international law enforcement motorcycle club. Today, there are over twenty thousand Blue Knights® worldwide in six hundred in six hundred chapters in the twenty-nine countries and one commonwealth.



OUR CHAPTER IN SAN DIEGO

CALIFORNIA VI



Chapter California VI was formed in 1987 by a group of seventeen San Diego area law enforcement officers, some retired and some on active duty. We have been chartered since January 1988, making us one of the oldest currently existing Blue Knights® chapters in California. Our members are full-time, part-time and retired law enforcement officers from local, county, state and federal levels.

We are presently one of the largest chapters in the Southwest Conference, with over 40 members on our rolls. Chapter California VI members strive to promote a positive image both of law enforcement and motorcycling. We are active in community service projects, and each year we donate to local charities.

Chapter meetings are held at 0900 on the second Saturday of the month at the Broken Yolk Restaurant, 1851 Garnet Avenue, Pacific Beach, CA. (Unless that is a holiday weekend) After the breakfast and one hour meeting, we go for a ride.

Persons interested in becoming a member may contact Vice President Ray Juanengo by email at: BlueKnightsCAVI.VP@gmail.com



CALIFORNIA VI OFFICERS AND STAFF



PRESIDENT

Ken Smith

VICE-PRESIDENT

Ray Juanengo

SECRETARY

Mike Wagner

TREASURER

Chuck Belletti

DIRECTORS

Richard Bennett

Mike Harrison

Arturo Romero

MORALE & WELFARE

Michelle Juanengo

IMMEDIATE PAST-PRESIDENT

John Lopotosky

WEBMASTER

Stephen Roche

NEWSLETTER EDITOR

Richard Bennett

RIDE COORDINATOR

Michael Belluso

SAFETY OFFICER

Mike Manen

QUARTERMASTER

Alex Cross

GREETER

Tina Lopotosky

PLEDGE: As a Blue Knight, I pledge to act with honor and pride to promote motorcycling and motorcycle safety by being an example of the safe use, operation and enjoyment of motorcycles. I will work at all times to improve the relationship between the motorcycling law enforcement community and the general public. The fraternal spirit will always guide me in relating to other Blue Knights®



PRESIDENT'S MESSAGE

Ken Smith President



Hello my fellow Blue Knights far and near, and welcome to late spring!

Can you feel it? Summer is just around the corner, rides abound, our poker run is coming in a few months. The Southwest Conference is three weeks away, and I'm still trying to talk my wife into letting me buy a Traeger at the Del Mar Fair this year.

I want to borrow from an article by Jon Gordon, a highly sought leadership author and speaker. He wrote "Commitment Honors Commitment". I see this every day where I work on the USS Midway, we have 1000 volunteers that honor this ship and her history each and every day, with every hour of work they volunteer to do. Know where else I see this? BLUE KNIGHTS.

As Law Enforcement professionals, we often work with pride, professionalism, honor and even perform miracles, all without ever getting recognized or receiving a single accolade. But the accolades do come, they come in the form of camaraderie, and the satisfaction of a job well done, and the knowing you helped those who needed it most.

Commitment recognizes commitment, commitment honors commitment. I think these very things draw all Blue Knights together whether we realize it or not. My motto has always been like John Wick, "I have served. I will be of service" When you are selfish, your legacy ends with you. When people are selfless, their legacy and commitment carries on. When you commit to your family, your organization, your community, your commitment is what people remember, recognize, honor and carry on!

I always try to thank all of you in our Chapter that do the heavy lifting. Without you, we wouldn't be the fun bunch of riders that attract more fun riders to our organization. We all appreciate your efforts to keep the club running, make our events happen, and make sure everyone around us knows, WE ARE BLUE KNIGHTS, we are of service, and we are committed.

Just last night I received an email from a potential member asking for more info about the club. He got a nice long email, and I look forward to showing him the care and commitment we have to offer.

So, get ready for a summer of fun, adventure, the Southwest Conference, our annual poker run, and so much more. Jon Gordon said it best, "Essence never dies, and when you commit from your core, it carries on to the people, the team, the organization, the family, the community who receive your commitment."

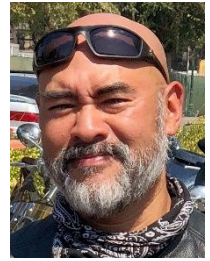
THANK YOU for sharing yours with me and all Blue Knights.

Ride With Pride!!!



VICE-PRESIDENT'S MESSAGE

Ray Juanengo, Vice President



Riding, it's good for your soul

Hey there. I know, I know, it's been a good long while. As the VP of BK California VI, I've found it difficult as of late to make meetings, attend online gatherings and generally ride my motorcycle.

Life gets in the way sometimes. It's by no means an excuse, but having been happily retired for the last four years, I recently got called out of retirement by my former agency's range master. She asked me to assist with the upcoming academy, and has since had me working on various training projects. It's been fun, but somewhere I've lost sight of why I retired in the first place.

Which brings me to my point. My time riding and being with my brother Blue Knights has been negatively impacted. More so, those who ride will readily tell you that being on their motorcycle clears their minds, improves their outlook and generally improves their moods.

My part time work will be terminating soon, but my time riding will assuredly continue. I'm looking forward to some big events that are coming up for California VI as well as bike nights and more rides as the riding season continues.

Ride with Pride Brothers and Sisters!



Ray Juanengo
Vice President
Blue Knights CA VI LEMC



SECRETARY'S MESSAGE

Mike Wagner, Secretary

May 10, 2025

MEETING MINUTES

Minutes taken by Richard Bennett



Call to Order: Chapter Secretary Michael Wagner at 0900 hours

Pledge of Allegiance

Moment of Silence for Members of Heaven I, members of military and first responders.
Recognition of Fallen Chapter Members

Introductions/Guests: (Around the room)

Blue Knights Pledge

"As a Blue Knight, I pledge to act with honor and pride to promote motorcycling and motorcycle safety by being an example of the safe use, operation and enjoyment of motorcycles. I will work at all times to improve the relationship between the motorcycling law enforcement community and the general public. The fraternal spirit will always guide me in relating to other Blue Knights."

President Ken Smith - Excused

Vice President Ray Juanengo - Excused

Secretary Mike Wagner - Present

1. Currently, Mike and Sistiana Belluso, Alan and Betsy Wheeler and Mike and Kaz Wagner will be attending the 2025 SWC at Red River, New Mexico. No other members present were planning to attend.

Treasurer Chuck Belletti

1. Fiscal Status given to the general membership

Immediate Past President - John Lopotosky - Excused

1. Raffle tickets are being ordered. Everything will stay the same. 1st is \$1000.00, 2nd \$500.00 and 3rd \$250.00

Chapter Directors:

Director and News Editor Richard Bennett - Present

1. All sale items need to be given to Quartermaster Alex Cross.
2. Select "Historian" for chapter. Put duties into revised procedures manual. This would create a new chapter position.
3. Thanked Mike Belluso Sistiana Chestnut, Alan and Betsy Wheeler for all their hard work with the planning of our chapter hosting the 2026 SWC.
4. Articles for the newsletter need to be submitted as early as possible.

Director Mike Harrison – Not present

1. There are two events scheduled for American Legion Post 146. They are their Poker Run scheduled for June 21, 2025 and their Pig Roast scheduled for September 6, 2025.

Director Emeritus Bill Crow – Present

1. Brought old photos of CA VI members from late 1990's. To be added to history collection.

Director Arturo Romero - Present

1. 3rd Annual LtCol Grant V. Frey, USMC Memorial Poker Run is August 2, 2025. Sponsored by San Diego Harley Davidson. Flyers are being posted at various locations.

Staff:

Quarter Master Alex Cross - Present

1. All Quartermaster items will be brought to each monthly meeting. Looking to consolidate sales and inventory with Quartermaster responsibility.

Webmaster - Stephen Roche - Excused

1. Setting up a private link for the 2026 SWC.

Ride Coordinator Michael Belluso - Present

1. The After Meeting Ride will consist of a coast ride.
2. Update of the planning for the 2026 SWC. Poker chips with info on one side and QR code on other side. Will take to our website to register for conference.

Safety Officer Mike Manen - Excused

Alan Wheeler - Present

1. All artwork has been sent to the printer for the 3rd Annual LtCol Grant V. Frey, USMC Memorial Poker Run. Event is on August 2, 2025. Start and end will be at San Diego Harley Davidson, 4645 Morena Blvd, San Diego. Three stops: Mount Soledad, Coronado Tidelands Park and American Legion, National City. Total distance is 55 miles. Volunteers are still needed; please contact Alan or Arturo Romero.
2. Need food provider for San Diego Harley Davidson location. If you can help, contact Alan Wheeler.
3. Information fliers for the memorial run were provided by Attorney King.



Morale/Welfare Coordinator Michelle Juanengo - Excused

(Greeter/Raffle Sales/Welfare Coordinator) Tina Lopotosky - Excused

SWC International Rep Jorge Ortiz – Not present

1. He wanted to know how many members from our chapter planned to attend the 2025 SWC in New Mexico.
2. The International SWC is hosting a meeting and various topics are going to be discussed.

Poker Chip Drawing: Miguel Martinez' name was drawn. He was not present, and did not win the \$15. The drawing amount is now \$20.

50-25-25 Winners First: Dave Campana \$25 Second: Randy Aldredge \$25

Good of the Order: Randy Aldredge announced the May Ride will be at Biggs Harley Davidson on May 17, 2025.

Motion to Adjourn by: First by: Alex Cross Seconded by: Randy Aldredge

Meeting Adjourned at: 0935 hours

Next General Meeting: June 14, 2025 at the Broken Yolk Café located at 1851 Garnet Avenue.

The meeting starts at 0900.



SAFETY MESSAGE

Mike Manen, Safety Officer



BRAKING ON CURVES

When I was taking my motorcycle safety course, my instructor told us you have enough traction for braking or cornering, not both. I think a lot about that statement when I'm on a twisty road. So, after a little research, I came across this informative article from *Riding in the Zone*, "[How to Brake in a Corner on a Motorcycle](#)."

Braking while leaned in a corner is usually something you want to avoid. That's because there is a limited amount of available traction that needs to be shared between both cornering and braking forces. This means there may not be enough traction to brake and a corner at the same time. It doesn't mean you can't or shouldn't brake in corners, you just have to do it with care.

Just how much traction you have to work with depends on several factors, including your speed, lean angle, tire condition and the quality of the pavement. Basically, you won't be able to brake very much if you're cornering hard or if the surface is dodgy. One common scenario where corner braking may be necessary is when you round a blind corner and spot debris in the road.

You quickly determine that it's not possible to maneuver around the hazard, so you decide to slow down, reduce lean angle and ride over it. You apply the brakes deftly and maintain control by managing available traction. With speed and lean angle reduced, you safely ride over the debris.

At some point you'll encounter an emergency that requires you to come to an immediate stop while in a curve. If you panic and abruptly grab the brakes, you'll likely skid and fall. But panic can be avoided if you practice your corner braking options.

Brake While Straightening. The first option for stopping quickly in a curve is to brake moderately at first and gradually increase brake force as lean angle is reduced. You can apply the brakes fully once the bike is nearly upright. This option is used when there is a decent amount of time and space to stop.

Straighten Then Brake. If the situation is urgent, you'll need to use option two. To get the motorcycle stopped ASAP, immediately reduce lean angle (by pushing on the upper handlebar) to make traction available so you can apply the brakes hard. The problem with this option is that straightening the bike will cause you to shoot to the outside of your lane. This is especially bad if the road is narrow or if your tires are already near the centerline or edge of the road. In this case, you must either use option one or straighten the bike as much as practical and then apply the brakes as much as the tires will tolerate.

Saving a Blown Corner. The same techniques can be used if you enter a turn too fast. Many (dare I say most?) times, it's best to "man up" and lean more to match your corner speed. If you simply can't muster the courage to lean more, are already dragging hard parts, or are sure you can't make the turn even with increased lean angle, then you're probably better off trying to scrub off some speed with the brakes. If your speed is only a little too fast, you may be able to get away with smoothly decelerating and applying light brake pressure. If your entry speed is way too fast and you're dragging all sorts of hard parts, your best bet is to quickly straighten the motorcycle enough so you can brake. Once speed is reduced, counter steer to lean the bike and complete the corner. Hopefully there is enough room to stay in your lane.

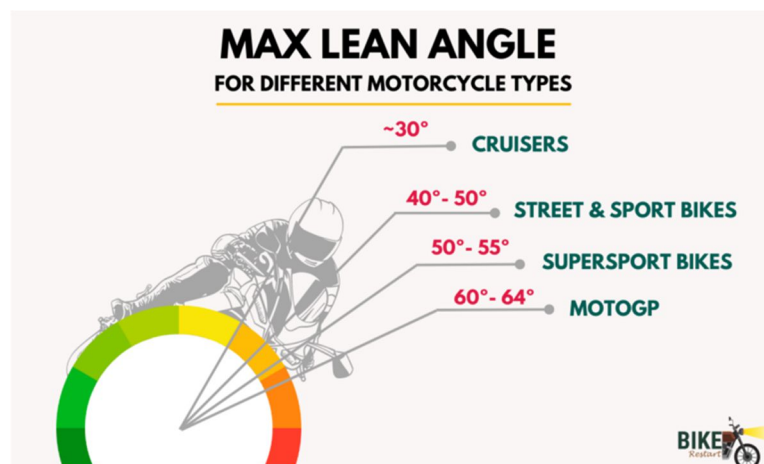
If this sounds complex, that's because it is. Even if your timing and execution is perfect, there is no guarantee you won't crash or go off the road. Extreme lean angles, sketchy pavement and marginal tires all play a role in whether there is enough traction to introduce even the slightest amount of brake power.

The real solution is to avoid this situation in the first place by choosing conservative corner entry speeds. Remember that there is no safety penalty if you enter a turn slowly, but there sure is if you enter too fast!

Technology. If you're fortunate enough to own a modern, premium model motorcycle, you may have "cornering ABS" made possible with the latest Inertial Measuring Unit (IMU). This device communicates with the bike's computer to measure not only variations in wheel speed, but also the side forces. This data allows the unit to prevent skidding while leaned by limiting brake power.

I had the pleasure of reviewing this technology on a Ducati Multistrada at the Bosch Proving Grounds a few years ago, and I can tell you that the system works quite well. Still, it's best to use proper technique and let the advanced technology lurk in the background as a safety net.

So, train yourself to not need the technology and instead become familiar with these corner braking maneuvers. A little effort practicing in a parking lot or at a track day will reap big benefits. Do it!

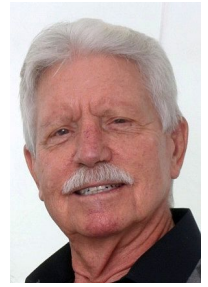




Road Wisdom

There is a difference between wisdom and knowledge

Noah Webster



Lifetime of Riding

It is more than just destinations

Ode to my companions

As motorcycle riders, we collect memories with each event we do. Week end rides, overnight rides and long trips all produce cherished memories. It has been said that an old man's memories are a young man's deeds.

It is hard to imagine all the events, destinations and riding companions that are in my head. But they are all there. The commuting to work as a young father; police motorcycle training and three years on duty riding the 1200 cc Harley. The training of new riders, from Boy Scout Explorers to veteran military men.

Rides for charity, and for national events such as Sturgis, Laughlin and the annual BMW rally. Riding coast to coast (twice). The Three Flags events took three days (or four, during the 10th anniversary) to ride from Mexico to Canada. Riding in Europe, both west and eastern Europe. Riding both islands of New Zealand. Thirty-five years of annual motorcycle camping trips in America. It is an honor to be considered a "Motorcyclist".

And the rides were never alone. Over the years I had many companions; often with my wife as passenger. In the half-century of riding there were a few companions that were constant; a "core group" of trusted riders who were comfortable in each other's company.

I have written about picking riding partners before; The things to look for, and the things that would disqualify someone. I went through a lot of probationary riders before finding career partners.

This story is about one of my most consistent riding partners, Bud Rosenbloom. We rode together for 22 years before age caught up to him. He was older than me by about 15 years, and passed away eight years ago. He was a San Diego Police Reserve, a CA VI Blue Knight and lifelong Harley Rider. It was Bud who invited me to a Blue Knight meeting, where I joined in 1990. I share some of his memories with you now.

Riding partners

A tribute to a longtime friend

Good motorcycle riding companions are a rare and valuable find. For me, one such riding companion has been Bud Rosenbloom.

I met Bud in 1980 when I was the Police Reserve Administrator at San Diego Police Department. Bud had joined the SDPD as a Police Reserve to serve alongside his Regular Officer son, Ed.

During my contact with Bud, I discovered he rode a motorcycle. The discovery came when we were discussing the 1982 Three Flags Motorcycle Classic, which would be the longest ride either of us had ever taken at that time.

Bud rode a 1980 Harley FXB Sturgis model, and I had a 1979 Yamaha XS 11. When he told me he would be riding the Three Flags Classic, he asked if we could ride together. That was the beginning of our transformation from acquaintances to riding partners.

Bud was a few years older than me. He was a successful businessman running a construction company. His sense of humor and views on life mirrored my own. He had experience riding with a motorcycle club, and had a spirit of adventure.

The Three Flags Motorcycle Classic usually begins in Mexico, travels through the U.S., and ends in Canada (thus the name “Three Flags”). A prescribed route with check points assured you qualified for your ride pin. The ride has a time limit of 72 hours to reach the finish line, so sight-seeing was limited to the route.

We were joined by another SDPD Reserve and his friend, Gary who had ridden the Three Flags several times. Gary would be our “mentor” for this ride. As an added bonus, my wife Janice joined me on the Yamaha for the adventure.

So, there we were, three acquaintances going on a major motorcycle ride together for the first time.

The ride tested us in many ways. We began in Tijuana at 10pm, riding all night and into the next day to arrive in Reno, Nevada before stopping to rest. Our “mentor” often rode fast, passed vehicles unsafely in the dark, and left us lagging behind. In Reno we were delayed in getting back onto the road because of a late start by our “mentor”.

It was then that Bud and I bonded as riding companions. Bud showed maturity and concern for my wife and I. He stayed with us along the way, despite the pace set by our “leader”. As luck would have it, my Yamaha suffered an alternator failure in Redmond, Oregon, and my portion of the ride ended there. Bud stayed with us until the last moment, and then continued to the finish line within the required time limit.



Before he left, we made plans to meet him in Lake Tahoe on his way back. With the Yamaha repaired, Janice and I reconnected with Bud in South Lake Tahoe. It was there that we began our long-term riding history with Bud. We met his family, went to non-riding social events together and became friends.

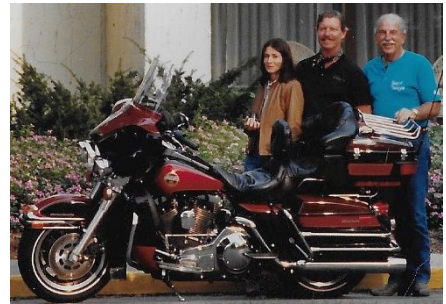
In 1985 Bud, Janice and I went on the Three Flags ride again. This time it was an extended four-day event. We made it to the finish line, endured several days of rainy Canadian weather and then had a leisurely ride back to San Diego.

We rode together often after that. Our rides often took place in early September, and Bud made it a tradition to sing “Happy Birthday” to Janice on our helmet radios. Over the years we went to

HOG rallies, local rides and various destination rides. We went to Laughlin for eight years in a row. We rode highway 49 from end to end, and went to Sturgis.

We went all over North America, and even coast-to-coast. Bud's brother-in-law often joined us, and we traveled as four people on three motorcycles. We made memories and enjoyed the adventures of riding motorcycles together.

In 1989 Bud, Janice and I traveled to York, Pennsylvania to pick up new 1990 motorcycles from the Harley Davidson factory. We rode the new motorcycles back to San Diego on a great sight-seeing adventure.



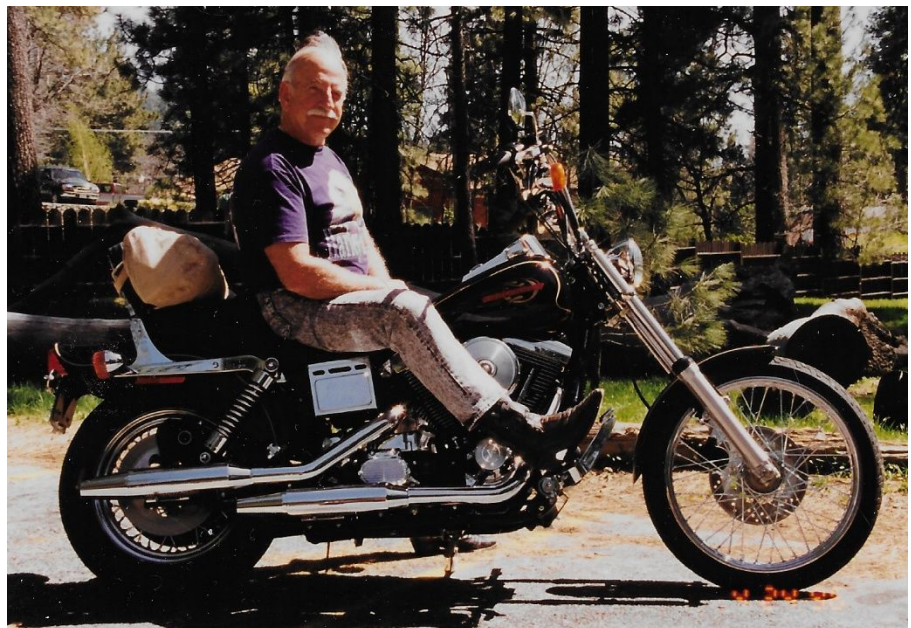
As time went on, Bud dealt with health issues that limited his motorcycle riding. He had heart surgery in 2002, but by September of that year, Bud went with me on his last long-distance ride. We were joined by two other riders, going to the Grand Canyon, Mesa Verde, Carlsbad Caverns, Pike's Peak, Durango, Colorado and Tombstone, Arizona. We often talk of this as one of our greatest rides.

Bud turned 90 years old in 2018. We didn't ride motorcycles together anymore, but we often met to talk about the old times. We shared memories of family and friends from days gone by; adventures, camp outs and our destinations by motorcycle that few can match.

To celebrate his birthday, I collected photos from our years of riding together, put them in a professionally bound book and presented it to Bud. It is my way of showing my gratitude for being that special individual: my riding companion and my friend.

Richard Bennett
March, 2018

Bud died in 2019



Bud Rosenbloom



NEWS YOU CAN USE

HISTORY IN THE MAKING

by Richard Bennett



Our chapter, California 6, was founded almost 40 years ago. Much has happened in those years; members have come and gone, hundreds of group rides taken, many conferences attended, (we hosted two of them), and much more. We have a history.

Like most Blue Knight chapters, we have not done a very good job of memorializing our history. Former members have taken photos, stories and mementos with them. Chapter minutes and newsletters were not archived or saved. Sound familiar?

Our Board of Directors recently discussed a way to recover and archive our history; Create a "Historian" position and archive our written and pictorial past. This will be a work in progress, requiring contributions from past and current members. A section on our CA VI website can be dedicated to "History", where everyone can do research or learn about the heritage of our chapter. We are the sum of our years of existence.

Examples of some categories would be; A list of all former and current presidents and Board members, "Spotlight" articles about our members, meeting minutes, members who have gone to Heaven I, stories from Southwest and International conferences, and more. Also, photos; lots of photos showing members from times past (including those who have gone to Heaven I).

Did you know some of our former members served on the Southwestern Conference Board of Directors, and even at the International level? We have a chapter member on the SWC BOD today. Everyone should be remembered; we *all* should be remembered.

We all know that "history repeats itself". When that happens, we will have corporate knowledge about when it has happened before. Knowledge is power, and knowing history helps to make informed decisions about current events.

You don't need to be a history buff to appreciate our heritage. But you can benefit from knowing about our chapter's past, and *that* is the motivation behind this effort.

If you have any photos, old files or interesting stories about California VI, please send them in or bring them to the monthly meetings. Until our Historian is selected and our website is ready, you may send them to this email address: www.electrotalk2610@outlook.com. Please list "Chapter History" in the subject line. I will collect everything, and scan the photos into a folder that can be shared.

I look forward to hearing from you all; current and former members alike.

Richard Bennett, Director
Newsletter Editor



FOR EXCLUSIVE USE OF BK CA VI MEMBERS



ALEX CROSS



\$45



\$10



\$45



\$10



\$10



\$10



\$5



\$10



\$10

The above items are immediately available from the Quarter Master. Contact Alex at the monthly meetings or by email.



FOR SALE

**Treasures and Bargains
From our Members**

Offered by Alan Wheeler



I am selling my 2013 Wing due to my purchase of a 2021 Wing.



2013 Honda Goldwing F6B Deluxe (The Dark Knight). 35,939 miles. Well maintained and 100% garage stored. Full power and ultra clean! 100% OEM with one exception—throttle lock or speed control. Selling due to purchase of a newer Goldwing. Original owner. Read RIDER MAGAZINE: 2013 HONDA F6B ROAD TEST REVIEW, May 3, 2013 for more info and specs. Bike is located in Alpine CA. \$7,900 or best offer. 619-890-7273 mobile.



The members of Blue Knights California VI - San Diego, are honored to support the following charities. Donations are encouraged.



<https://thewishesgrantedfoundation.com/>



<https://nextstepservicedogs.org/>



www.sdpolicemuseum.com



San Diego Police Widows and Orphans Fund

www.sdpoa.org

UPCOMING RIDES

