

# THE KNIGHTLY NEWSLETTER

*Blue Knights © California VI*



## INSIDE THIS EDITION

About the Club

Officers & Staff

President's message: Reveal Yourself

Secretary's message

Safety message: Keeping Your Head

Road Wisdom: Badge 825 part 4

Police competition event: SDCMOA Terry Bennett

Quartermaster

For Sale page: Pristine Honda

Christmas party: Mark Your Calendar

News You Can Use: AZ VI Newsletter

Feelin' Lucky?: Annual Raffle

Charity page

Upcoming Rides

## AUGUST 2024



One person can make a difference, and everyone should try. John F. Kennedy

## MEMBERSHIP MEETING DATE

**September 14, 2024**

Featured in  
this edition



**Poker Chip drawing was held. Charlie Ruiz name was drawn. Since Charley was not present, he did not win the \$10.**

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 \$15.





# 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](mailto: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**

**Bill Crow**

**Mike Harrison**

## **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**

**Arturo Romero**

## **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**



### Honor for ALL

Greetings Blue Knights and all our supporters far and wide! By the time you read this, our annual Poker Run will have been a huge success and we are well on our way to selling raffle tix for the December drawing!

At our last meeting, I briefly discussed my thoughts about the "Member Spotlight" feature in our newsletter that Richard Bennett makes such a huge success. I realize most cops are pretty private people and don't want all their info put on the internetzes. The spotlight is a great opportunity for all members to get to know something unique and personal about the people we have breakfast with once a month, and who we enjoy our love of motorcycling with. Many of our members are outright heroes and have led wonderful, interesting, and impactful lives.

Yes, military service and a storied career in law enforcement is wonderful, but there is so much more to each member than that. Raising a family, carving out a slice of America for themselves and those they care about, dedicating their lives to service of others. The list goes on and on. We would never know these and so many more wonderful things if we don't at least try to spotlight a little bit of it.

While Richard was talking to the members at breakfast, asking for submissions, a small thought occurred to me that I felt compelled to share, and I'll share it again here. If we don't get enough folks to volunteer to be spotlighted, they will get it at one point, guaranteed.

As most of you know, or should lol, my full-time job is on the USS Midway Museum. We have over 1000 volunteers that make the ship what it is. Average age of all volunteers? 74 yrs. old. The museum has been running for 20 years now. Along with that comes the one sad part about working here; the loss of volunteers. Many of the men and women that work here are military vets, some even vets of this very ship. Many work here until they can no longer get around at all, and some leave their beloved service time here as they are called home to their maker. When that happens, there is always a "member spotlight" written about them, their service to the ship, and stories about who they were as a person that ALWAYS sheds light on the wonderful life they led, and how humble they were about it.

I think I would much rather know more about the people in my Chapter that choose to spend their time with me, and I with them, NOW. I don't want to wait until someone is no longer with us and then find out how truly wonderful, they were in Blue Knights, and in their life before and outside of Blue Knights. Life is short, and we get enough reminders of that all the time.

Let's celebrate each other here and now, while we can still laugh and smile with one another, reach out to each other when needed, and share a fist bump after a nice ride. Call me an old softy, but that's how I feel.

It's an honor to serve you as your President, and an honor to share this part of my life's journey with you all.

Stay safe and RWP  
Best, Ken



# SECRETARY'S MESSAGE

**Mike Wagner, Secretary**



**August 10, 2024  
MINUTES**

Call to Order: Chapter President Ken Smith at 0900 hours

Pledge of Allegiance led by Mike Wagner

Moment of Silence for Members of Heaven I

Recognition of Fallen Chapter Members

Introductions/Guests: Mike Harrison introduced David DeLong to the club members

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 – Present**

1. Available to provide any assistance for the upcoming Memorial Poker Run.
2. Informed all members it's an election year. Anyone interested in running for a certain position contact a board member.
3. All members should buy a ticket for the Poker Run.
4. Informed the membership about a supplier for phone chargers. \$35.00 each. Comes with a charging cable.

**Vice President Ray Juanengo – Present**

1. Had a great trip visiting his son in Spain.

**Secretary Mike Wagner - Present**

1. Raffle baskets can also be brought to the starting point of the Memorial Poker Run. Everyone needs to participate 100% to make this event successful.

**Treasurer Chuck Belletti - Present**

1. The fiscal status of the club given to club members.
2. Ken Smith praised Chuck for all the work he does for the club. In addition to taking care of the club's finances; he is always working behind the scenes to help out where ever needed.

**Past President John Lopotosky - Present**

1. Mentioned about the Special Fund. This is a fund all chapters support. This fund is for Blue Knight members and their spouses involved in official gatherings of a club. In an accident a member can get \$2,000.00 and a passenger \$1,500.00. Bill Crow mentioned this fund has been used twice to helped Blue Knight members belonging to our club.
2. Mentioned to club members wanting to log onto the southwest international website to type their last name in capital letters and their club I D numbers.

**Chapter Directors:**

**Richard Bennett - Newsletter Editor – Present**

1. Articles needed for the Newsletter to include Spotlight Articles.

2. He mentioned about two events (1) **Cops and Rodders** held on Sept. 22, 2024 and (2) the 20<sup>th</sup> Annual “**Terry Bennett Memorial**” **Motorcycle Training and Competition** held on Sept. 27-28, 2024. Ken Smith mentioned this event could possibly be used in setting up a booth for recruitment.

**Mike Harrison** - Present

1. Plans to have American Legion riders from Post 460 participate in the Memorial Poker Run.

**Emeritus Bill Crow** - Present. No comments.

**Alan Wheeler** - Present

1. The AMR will be a full or partial Memorial Poker Run.
2. Will provide essential items for the Memorial Poker Run.
3. Assured that Attorney King will be providing food for the Memorial Poker Run.
4. Will provide newly printed ride forms to include a Map, Turn by Turn Routes and Registration Forms for the Memorial Poker Run.
5. Went over working parties involved in the Poker Run.
6. Miguel Martinez volunteered to be the donut/coffee coordinator.
7. Someone needed to sing the U.S. Marine Corps hymn.

**Staff:**

**Safety Officer - Mike Manen** - Not Present

**Webmaster - Stephen Roche** -- Not Present

1. Informed the board about fees for the website and when they would be due.
2. He mentioned the last 30 days 195 people have visited the website. In the last 12 months 2,749 people have visited our website. May had the highest amount of people visiting our website.

**Quarter Master - Arturo Romero** – Present. No Comments.

**Ride Coordinator - Michael Belluso** – Not Present

**Morale/Welfare Coordinator- Michelle Juanengo** - Present

1. Needs the price amounts for each raffle basket made.

**Morale/Welfare Coordinator- Tina Lopotosky** – Present

1. Looks forward to seeing everyone at the Memorial Poker Run.

**Jorge Ortiz – SWC International Rep Jorge Ortiz** - Not Present

**Good of the order:** Miguel Martinez mentioned he has more raffle ticket books available. Have sold only half of the raffle tickets.

**Poker Chip Drawing:** Charlie Ruiz’s name drawn. Not Present. Poker Chip Drawing increased to \$15.00

**50/25/25 Winners:** First: John Lopotosky \$40.00    Second: Randy Aldridge \$40.00

Motion to Adjourn by: First by: Bill Crow    Seconded by: Alan Wheeler

Meeting Adjourned at: 0948 hours

Next Meeting: September 14, 2024 at 1200 at the Wheeler’s Party Home



## SAFETY MESSAGE

### Mike Manen, Safety Officer



#### Keeping Your Head

Well folks let's gather around for another issue of: "Just because you can doesn't mean you should".

We just returned from the island paradise of Hawaii, where a good time was had by all; except the teenage grandson who didn't like riding a side by side in a torrential downpour, but that's another story.

Hawaii, like Arizona, does not require helmets. I think wearing a helmet is a no brainer; okay bad pun. But in a tourist heavy destination like the islands, drivers are less likely to be paying attention to bikers and focusing on turtles and grass skirts. The same with Arizona, heavy traffic areas and no helmet.

I rode with groups to Arizona only to find the first stop means "helmets off". But what happens in a crash without a helmet? What's a routine crash? Thanks to our friends at the DMV (insert sarcasm here) they give us a couple of pointers on routine:

**Most collisions happen on short trips (less than five miles long).**

**Most riders are riding slower than 30 mph when a collision occurs. At these speeds, a U.S. DOT compliant motorcycle safety helmet can cut both the number and the severity of head injuries by 50 percent.**

So, what are the likely results of a crash without a helmet?

**Motorcyclists who don't wear helmets are far more susceptible to traumatic brain injuries (TBIs), including:**

- **Concussions** – These are the most common type of TBI and result from direct impact trauma. When it comes to motorcycle crashes, this trauma may occur if a motorcyclist's head makes contact with the pavement, their motorcycle, another vehicle, or some other object during a collision. Symptoms of a concussion include confusion, dizziness, and headaches.
- **Contusions** – Contusions are localized bleeding located on the brain and result from direct impact trauma. This type of TBI is potentially fatal if a blood clot forms at the site. Victims often need surgery to have contusions removed to avoid life-threatening complications. Seeking medical care

soon after a motorcycle crash is key to detecting contusions as soon as possible.

- **Penetration Injuries** – During a motorcycle crash, sharp objects can pierce the skull and hit the brain. These penetration injuries can cause brain tissue loss that may lead to short-term or long-term damages, and may even be fatal.

While this is far from an exhaustive list of injuries that you could suffer in a motorcycle crash, these are three key examples of injuries that can be limited or even prevented with a helmet.

You are also more susceptible to the following when you do not wear a helmet:

- **Broken jaw**
- **Lost teeth**
- **Vision damage**
- **Road rash**



So, wear a helmet, Ride with Pride!

## Submit your Blue Knight articles to the Knightly News

The Knightly News is published monthly by Blue Knights California VI. All members are encouraged to submit articles. Articles deemed appropriate include but are not limited to: articles regarding motorcycle-oriented stories, personal travel, police functions or informational / technical topics.

As a reminder, any submissions of re-printed articles must clearly give credit to the original author. Copyrighted material must have permission of the author to be eligible. This can be remedied by writing up an outline of the article and by referencing the original author.

Articles that are deemed inappropriate for publication include and are not limited to: articles regarding controversial, personal choices, religious positions or advocacy for questionable action. Questions about material that does not fall clearly within the guidelines will be brought to the attention of the Chapter President by the Editor, for a decision of appropriateness. If necessary, the Board may review the article and make a decision to publish or not to publish.

**Submit articles to Editor: [electrotalk2610@outlook.com](mailto:electrotalk2610@outlook.com)**

**DEADLINE FOR ARTICLES**

SUNDAY WEEK AFTER MEMBERSHIP MEETING





## Road Wisdom

There is a difference between wisdom and knowledge.

(Noah Webster)

### Being a Motor Officer in the 60's

The true-life adventure of Badge 825



#### Part Four

From last month's Hippies to Movie Detail and disasters in this installment.

#### The Helmet

Somewhere around 1970, when I had been on "Motors" for about two years, I still had my original motorcycle helmet. It was showing wear and was overdue to be replaced. We were told new helmets had been ordered and would be available within a couple of months.

In those days personal vacations were set in advance. The vacation schedule was circulated sometime around October or November, and vacation slots were chosen by using a seniority list of officers. Since I was the youngest motorcycle officer, I always got last choice, or whatever was left over. There was no flexibility in taking vacation time; you always took it during the time you had chosen, or you lost it.

I only mention this because it was while I was on vacation that the new motorcycle helmets arrived. When I returned everyone was wearing a new motorcycle helmet. I was anxious to get mine too.

One of the motorcycle sergeants searched for a helmet in my size; there was none. I wore a size "medium", and all the medium sized helmets had been given out. I had the choice of wearing a too-big helmet or keeping my well-worn helmet until the next batch was ordered, and who knew when that would be.

The sergeant told me he would find a new helmet in my size, but to give him a day or two. He soon brought me a brand new medium sized helmet and told me to give him my old helmet, which I did. I proudly wore my new helmet, and later found out where it came from.

A lieutenant was a former motorcycle officer who was still in Traffic Division. He would occasionally take a spare police motorcycle out for a ride, "straight legs" (street pants) and all. In order to do this, he kept a motorcycle helmet in his locker. Supervisors' lockers were in a separate room from the non-supervisors, and access to the room required a supervisor.

It seems that my sergeant knew that the lieutenant had taken a new helmet when they came in, and it was size "medium". My sergeant also knew which locker was the lieutenants and he knew the combination to his lock. My sergeant had taken the lieutenants new helmet and replaced it with my old, worn helmet and re-locked the locker. I don't believe he ever told the lieutenant about the switch, and it must have been a Kodak moment when he opened his locker to find a worn-out helmet in place of his new one. My sergeant (later Captain) was one of my heroes for the rest of my career.

#### SeaWorld Helicopter

In 1969 SeaWorld in San Diego was only about six years old. Built over a former landfill area, it was a major development and attraction for the City of San Diego. Outside of the San Diego Zoo, SeaWorld was the biggest tourist attraction at the time. SeaWorld was high-profile, and had plenty of visual reminders all over the city.

One of the most visual reminders was a SeaWorld helicopter that flew all over San Diego County. It was a modern four seat craft with prominent SeaWorld emblems on the outside. We often saw the SeaWorld helicopter traveling overhead, most likely carrying VIP passengers.

In April of 1969 I was on motorcycle duty in the East San Diego area near Mission Gorge Road. I watched the SeaWorld helicopter fly over my position, going east. It was just another SeaWorld helicopter sighting, and I didn't give it much thought.

Within minutes I heard a radio call that a helicopter had crashed in the Lake Murray area. The radio operator gave the address of the crash, and I started in that direction. On my way I learned it was the SeaWorld helicopter that had crashed.

When I arrived at the crash site, there were police cars and spectators in front of the address. The helicopter had crashed in the back yard of the residence, and there was an overwhelming smell of jet fuel.

I went to the back yard and found the fuselage of the helicopter lying on its side. Firemen were trying to get the doors open, but it was obvious the two occupants had not survived. I assisted with crowd control, and soon the news media arrived.

A search of the area located one of the helicopters blades several houses away. It appears that the helicopter was being taken to Gillespie Field for repairs. Later investigation revealed one of the blades separated from the helicopter while it was in flight, caused by the very defect that was scheduled to be repaired.

San Diego SeaWorld never bought another helicopter.

### **Movie Detail**

Motorcycle officers were the only ones to be assigned to the "Movie Detail" during my time on Motors. The Movie Detail consisted of a local talent agency lining up movie productions to be filmed in San Diego. Off-duty motorcycle officers were allowed to work over-time to escort the movie vehicles around town, and then guard the equipment on site. It also helped to have a uniform or two to discourage interference from by-standers while the filming was happening. I liked the movie detail because I earned extra money, and I often saw actors in person. Police officers on movie details ate catered meals with the crew and other support personnel. Stars had their own trailers, and ate separately.



**Debbie Reynolds 1969**

Movie locations were all over town. I worked at the old Padre Dam in northeastern San Diego, Old Town, several beach locations, Mission Beach Amusement Park, City streets and several City Park locations. I spent more time telling passers-by what was going on than anything else, but the work was easy and the extra money was appreciated. Here are some of the movie details I worked.

Debbie Reynolds came to town with her mother to film a musical in Balboa Park. I briefly spoke with her, although I never thought it was appropriate to be introduced. I was just another helper on the set.

Lee Trevino chatted with me between takes at the old Padre Dam. I didn't know who Lee Trevino was at the time, but later learned he was a famous golfer. I would love to chat with him again.

There were commercials for Bosco milk flavoring, new cars and other products that I watched being filmed, and then saw on television later. A couple of car commercials were especially memorable.

The new Javelin, by American Motors, was being advertised as a “muscle car” in the era of Mustangs, Camaros and the Plymouth Barracuda. To illustrate the power and maneuverability of the Javelin, American Motors hired a professional driver, with a pretty woman model as his passenger. The story line was to simulate a high-speed run through town, ala the “Bullet” movie with Steve McQueen.

I was asked to block traffic on Laurel Street between Fourth Avenue and Kettner Street. This block is a steep downgrade going west. Going west bound, the Javelin would blow past a stop sign at the top of the hill, go airborne and land partway down the hill just before reaching Kettner Street. I was stationed mid-block, just about the landing zone for the Javelin when it made the first pass. The woman in the passenger’s seat had eyes the size of saucers and a terrified look on her face. She was clearly uncomfortable. The director called for another “take”, and the car repeated the jump. At the end of the second jump the woman told the director she wasn’t going to do a third take. I didn’t blame her.

Another new car commercial involved the Plymouth Roadrunner, which was a new muscle car. The setting was Torrey Pines State Park, and the production company needed permission from the park Ranger to access some blocked-off areas. I was asked to go with the producer to meet the Ranger. After some hesitancy the Ranger agreed to allow access. The crew began setting up equipment on the edge of a bluff, while the Plymouth people unloaded the cars from a semi-truck. One of the Plymouth representatives asked if I would like to drive the Roadrunner while the crew did the set-up, and I jumped at the chance.



With full police uniform, including motorcycle boots, I got behind the wheel of the newest, baddest Plymouth, which was not yet introduced to the public. I drove it to Pacific Highway (the old highway 101) and headed north along Torrey Pines Beach toward Del Mar. On the straight-away, I floored it. An air scoop on the hood popped up, and I was pushed against the seat. I watched the speedometer hit 100 before I let off and turned around. It was quite a thrill.

I returned the car to the set, where the crew cleaned it up and filmed it. When I saw the commercial on TV, I had the satisfaction of knowing I had driven that car. Only later did I think of what would have happened if I had damaged the car during my joy ride.

### **Trail-Safe**

In the 1960’s, before the use of Police or Sheriff Helicopters, there was no practical way to patrol the miles of off-road trails in San Diego. Off-road motorcycling was very popular in the San Diego area, and I was one of those guys who liked to ride my personal motorcycle on dirt roads all around the County on my days off.

Off-road motorcycles were loud, and unregulated. Riders had merely to unload a trail bike from a truck and ride off into the hills. Crashes, injuries, property damage and other concerns caused the Police Department to establish a motorcycle patrol of these rural trails.

The first off-road motorcycle was a Honda 175 Trail Bike, ridden by the biggest motorcycle officer at the time. He was well over 6’2”, and was a muscular ex-construction worker. Whoever ordered the off-road motorcycle apparently did not have a clear understanding of what the demands were. A 175cc Honda was a woefully under-powered motorcycle to climb hills, achieve pursuit speed and carry a large Cop with all his equipment. After the first year, future off-road police bikes were at least 250cc.



The motorcycle also did not have a police radio, so the state of the art hand-held “handi-talkie” was carried on his belt. This 1960’s era radio had limited range at best, so the Trail Safe Officer was frequently out of radio range and on his own.

The Trail Safe Officer responded to complaints from the public, the most common of which was noise. Some areas were posted for no trespassing, but the noise was annoying so riders were usually contacted and advised to leave the area.

I was an accomplished off-roader myself, having ridden the trails in San Diego before getting my police motorcycle assignment. When the regularly assigned officer went on vacation one summer, I volunteered to take the Trail Safe assignment in his absence.

I received a briefing on the equipment and the officers’ usual routines. I bought a jumpsuit to wear in place of my regular motorcycle officer uniform and began riding the 175cc Honda.

Getting to dirt trails in San Diego was easy in the 60’s; they were everywhere. So much so that I would pick an area of town to patrol between complaints. I rode the canyons in East San Diego, Central San Diego and Northern San Diego. Many times I would start following a dirt road just to see where it came out.

Most of my routine time was spent riding a city motorcycle on City trails and getting paid City money for having fun. Some of the time was a little more exciting. From time to time I would have to chase a violator, and when the Honda could keep up, the chase was fun. Often the violator would get away because the little Honda was under-powered and I would lose sight of the rider.

On one occasion I was riding the canyons of central Clairemont. It was a pleasant day, and I wasn’t encountering much police activity. I came around the corner of a dirt trail and saw three 20-something males working on a car. It was strange to see a car in the canyon, and even more suspicious to see three sleazy guys taking parts off of it. Being a trained observer, I suspected these guys were stripping a stolen car. I said “hello”.

The guys were initially cooperative, and tried a lame excuse for their actions. I tried to call in the license number of the car, but discovered the radio would not work in the canyon. Uh-Oh; that meant I couldn’t call for help, either. In addition, I was in a canyon, and there were no street signs to tell the radio operator my location. Crap.

In my best song and dance demeanor, I told the three that I would be happy to confirm their story, but we would have to walk up a trail to a city street before I could continue talking with them. I even told them I thought the car was stolen, so if they had any thoughts of assaulting me or running away I would be quick to shoot them with my department-issued .38 special.

I took out my pistol, told them to walk ahead of me, and we climbed the hill to a city street. At the top of the hill was a street sign and radio contact. I called for a “cage car” to meet me.

The Mopes said they merely encountered the stolen car in the canyon, and had not been the ones that had stolen it. They did admit to taking parts off the car, knowing it was probably stolen, so I arrested them for tampering with a vehicle and possession of stolen property. Best of all, they cooperated and let me make the arrest without incident. Shortly after the regularly assigned officer returned, the Trail Safe assignment was expanded to two officers who worked together.

**Next month: More disaster and other memorable moments**



# Ride like a Motor Officer; What does that mean?



## Find out on September 27 and 28, 2024

By Richard Bennett & Stacy Kriebel



Terry Bennett

I have always been fascinated by the skill and close coordination of motorcycle drill teams. For me they are right up there with Circus performers. I recently discovered a local motorcycle show that is all that and more; and it is free for spectators.



If you have never seen Motorcycle Officers display their riding skills, here is a unique once-a-year opportunity. You can bring the whole family and watch competition between agencies, or best of all, you can **participate by being a volunteer**.

Each year, Motorcycle Officers from throughout the southwest show off on their riding skills at the Terry Bennett Police Motorcycle Training and Competition, hosted by the San Diego County Motor Officer's Association. This event draws competition from all over the southern part of the United States. Officers and Deputies have previously come from several counties in California, Arizona, Nevada, and Mexico. Police motorcycles include Harley Davidson and BMW models.

**The event needs many volunteers to make it happen.** Spectators can watch for free, but volunteers get lunch and a commemorative tee shirt for helping. Volunteers are needed to be on the course to assist with pylon maintenance, and time and score the competition events. Go to [www.sandiegocountymotors.org](http://www.sandiegocountymotors.org) Organizers will give you details.

This year's event will be sponsored by the Carlsbad Police Department and held September 27th and 28th at the Shoppes at Carlsbad on the west end of the mall. The event starts at 7am and ends approximately at 3:30pm on both days.

Rules require participants to compete in **full on-duty uniform and equipment**. It is amazing to see the riders in full uniform complete the intricate, tight patterns riding motorcycles with long guns, radar, batons, and side arms. The two-day event is run rain or shine.

Here is how it works: Each year all the courses are different from the previous year and are designed by agencies throughout San Diego County, who come together to make this event a success.

Arriving prior to the event days, the staff coordinates the placement of temporary fencing and thousands of pylons and cones on the course. Cones are laid out in precise measurements, with each cone marked on the pavement in case of displacement.

There is a **main course** and an area for **side events** (listed below). On the first day, participants can practice the main course as often as they want. While they are not allowed to ride the side events that day, they can walk through all of them. In the main course, if they make a mistake (touch/move a cone, put a foot down, etc.), riders get penalty seconds added to their score. The side events must have no mistakes to qualify for a time. Start / finish locations are established and marked on the pavement for precise timing, and the events have notoriously had very close finishing times.

On the second day, individual participants will ride through the main course two times, and are scored on the best of their two runs. Once they have all finished, riders pair up and do a follow-the-leader through the main course again for a score.

Riders are then able to ride the side events. Riders get one free run through each event, and can have additional runs for \$5 each. Until the course is closed, there is no limit to the times officers can try the side events. This year, money raised from the event are designated for Kathy's Legacy ([kathyslegacy.org](http://kathyslegacy.org)), a local charity selected by the sponsoring agency.

There are different events that must be completed in order to finish the entire skills course. The individual skills include the courses mentioned above, the Slow Ride, Tethered Ride, and the Four-man Ride. All events are timed.

The **Slow ride** is just that: the slowest time through a course. No dabbing a foot or even touching a cone.

The **Tethered event** ties two riders together with a cord. The cord cannot be broken during competition, requiring the riders to be in perfect synchronization as they maneuver through the course which usually has some tight turns.



**Note the tether**



The **four-man event** has four riders start in a line, with the lead rider changing as the group navigates each pattern. At the end, the first rider has worked from first position, through the line and back to first position again.

The San Diego County Motor Officers Association was founded in 1981 by San Diego Police Motorcycle Sergeant Willie P. Smith and several area law enforcement motorcycle officers. It has been incorporated as

#### **Four-man event**

a 501 (c7) non-profit organization. Members include past and present active duty and retired motorcycle officers in the county of San Diego.

The SDCMOA supports and sponsors various law enforcement charity organizations. Each year the SDCMOA hosts the San Diego County Memorial Law Enforcement breakfast, the San Diego County Memorial Ceremony, and the Terry Bennett Memorial Police Motorcycle Training and Competition.

**Come join us and spend a day or two with the finest motorcycle riders in America. They can use your help. For more information, visit their website:**

[www.sandiegocountymotors.org](http://www.sandiegocountymotors.org)



**Blue Knight volunteers**



**FOR EXCLUSIVE USE OF BK CA VI MEMBERS**



**ARTURO ROMERO**



\$45



\$10



\$45



\$10



\$10



\$10



\$5



\$10



\$10

The above items are immediately available from the Quarter Master. Contact Arturo 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. \$9,000 or best offer. 619-890-7273 mobile.





# Blue Knights, California VI

## Christmas Party

**Saturday, December 14, 2024**

**Embassy Suites, 4550 La Jolla Village Dr., San Diego**



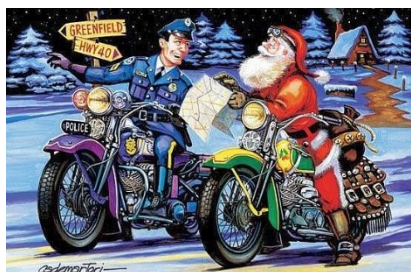
**The premiere event of the year!**

**Do not miss this event!**

**Dinner, libations and Gift Exchanges planned**

**Installation of 2025-2026 Officers scheduled**

**Overnight accommodations available**



**Affordable dinner reservations for BK CA VI members**

**Additional information in coming editions**



## BK News You Can Use

### The Town Crier



## Arizona VI introduces Newsletter



Blue Knight Chapter AZ VI president **Chet Parker** has introduced the premiere issue of the **Knight News**.

Filled with chapter information and news articles, the Knight News is an excellent example of what a Chapter newsletter can add to member involvement. Look for issues on the Arizona VI website: [www.bkaz6.org](http://www.bkaz6.org)



# Ya' Feelin' Lucky?

(Did I count five tickets, or six?)

**TAKE YOUR CHANCES, YOU MIGHT  
GET LUCKY!**



|   |   |   |  |
|---|---|---|--|
| <b>BLUE KNIGHTS CA VI</b>   |   |   |  |
| ONLY 500 TICKETS TO BE SOLD   |   |   |  |
| \$10.00 DONATION  |   |   |  |
|  | 1ST PLACE WINNER  | 2ND PLACE WINNER  | 3RD PLACE WINNER   |
|   | <b>\$1000.00</b>  | <b>\$500.00</b>   | <b>\$250.00</b>  |
|   | CASH  | CASH  | CASH   |
|   |  |  |  |
| Drawing will be held Dec. 14, 2024 Winners need not be present                      |   |   |  |
|   |   |   | Name: <input type="text"/>   |
|   |   |   | Phone: <input type="text"/>  |

**Tickets are on sale now for our annual fund raiser.  
Money from the raffle will support local charities.**

**Only 500 tickets will be sold. Tickets sell for \$10 each. There is  
no limit to the number of tickets you can buy.**

**Be generous; Increase your chances, and support our Chapter and local  
charities at the same time.**

**Tickets may be purchased from CA VI members, or by contacting the president  
Ken Smith at: [kenstah@gmail.com](mailto:kenstah@gmail.com)**

**Winning tickets will be drawn at the December 14, 2024 Blue Knight meeting. Winners will be notified  
by telephone. 2024 Raffle winners will be listed in the January 2025 edition of the Knightly News.**



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/>



---

**FINAL HONOR**  
*Horse-Drawn Funeral Carriage  
At Miramar National Cemetery*

---

<https://www.finalhonor.net/>



# UPCOMING RIDES



**BLUE KNIGHTS CA VI  
SAN DIEGO**

**2024**

**LtCol Grant V. Frey, USMC (Ret.)**

**MEMORIAL POKER RUN**

**SATURDAY, AUGUST 17TH**  
REGISTRATION 0830-0930 hrs | KSU at 0930 hrs

START & END **AMERICAN LEGION POST 255**  
35 E 18th St,  
National City, CA 91950

\$30/rider | \$15/passenger  
BBQ LUNCH INCLUDED

Opportunity Drawings | High Hand & Low Hand | Music

**BMW MOTORCYCLES  
ESCONDIDO**

**So Cal Slow Cones Riding Seminar!**

**Hosted by BMW Motorcycles of Escondido and  
BMW Owners Club of San Diego**

**August 31<sup>st</sup> 2024 9am to 3pm**

**This will be an event you DO NOT want to miss! Food, vendors, and more! Please  
contact [socalslowcones@gmail.com](mailto:socalslowcones@gmail.com) with any questions and vendor inquiries.**

Guest rider Quinn Redeker will be providing a demo, seminar, and answer questions at the event. There will be a limited opportunity for attendees to ride and receive live feedback from Quinn.

"The current National BMW Brand Ambassador for Authority motors, Quinn Redeker has riding and racing experience that spans over 40 years in the disciplines of Motocross, Trials, Dirt track, Road Racing and Law enforcement. Quinn has participated in and won over 100 police motorcycle competitions throughout the United States, including multiple events in the 2024 season. Quinn currently teaches adventure-bike clinics, advanced track clinics, and provides motor skills training to officers from around the world. Quinn continues to be an expert commentator on motorcycle-specific podcasts and can be seen each month in his Rider Magazine article titled "Motor School with Quinn Redeker."



# 2024 Annual Event!

Sunday September 22nd

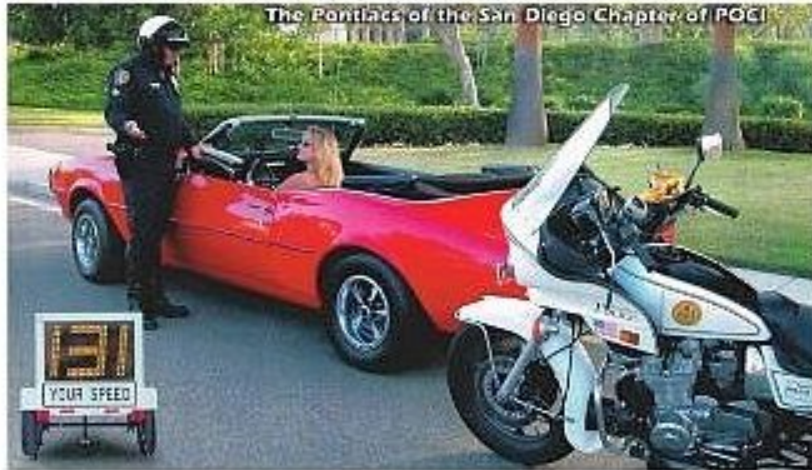
"Save the date, Sunday September 22nd 2024"

## **COPS & RODDERS FALL POW WOW**



Sanctioned by the San Diego Association of Car Clubs  
JOIN THE SAN DIEGO PONTIAC CLUB & THE SAN DIEGO POLICE MUSEUM

The Pontiacs of the San Diego Chapter of POCI



**EMBARCADERO AT SEAPORT VILLAGE**

**No admission charge (Free!)**

**Cars, Food, Music, Door prize drawing, and more!**

June 8 – 12, 2025

## **Southwest Conference 2025**

**Red River, New Mexico**

Host Hotel: Red River Lodge

201 E. Main St., Red River, N.M. 87558 Mailing: P.O. Box 568, Red River, N.M. Email: [hello@riversidelodgeandcabins.com](mailto:hello@riversidelodgeandcabins.com) Telephone: 575-754-2252

Must call to make reservation. Cannot be made on line.

Ask for "Blue Knights Rate"

They require a 50% deposit; Not refundable unless they resell the room, if you cancel.