

THE KNIGHTLY NEWSLETTER

Blue Knights © California VI



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SEPTEMBER 2024

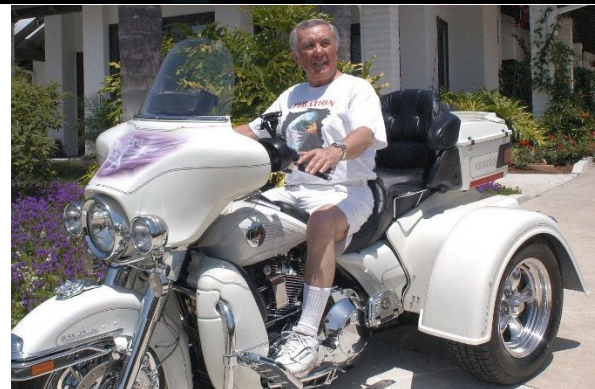


If you want to make people happy, don't be a leader. Sell ice cream. Steve Jobs

MEMBERSHIP MEETING DATE

OCTOBER 19, 2024

**Featured in
this edition**



Poker Chip drawing was not held. No name was drawn.

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 \$5.



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

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



Perspective and Tolerance

Hello BK CAVI and welcome to the beginning of fall! To me, it's still summer until almost Halloween lol. I apologize for missing the annual picnic but due to family scheduling, it was the only time I could see several family members on the East Coast according to their schedules. I truly love our annual get together and I heard it was a great time!

My family trip took me to the Eastern Shore (Bethany Beach, Rehoboth and Ocean City) and Virginia. No, I didn't stop by Biden's house to say "waz up". I made note of a lot of differences between living there and here in SoCal.

Gas is \$2.85 a gallon. Delaware has ZERO sales tax and low property taxes that go DOWN after age 65. It costs about \$40 to register your car for two years. I paid almost \$700 for my 2019 RAM pickup this year. Your retirement tax rate is also lower there. What's the catch? Well...it's not SoCal weather. There is only ONE healthcare provider for the entire state of 900k people. Not as many cool stores and things to do especially in winter time, including riding your bike.

What I mainly noticed was the mostly chill vibe there, and slower way of life. It's not frenetic crazy. When I flew into San Diego coming home, it's a sea of homes as you view the ground, with everything and everyone on top of each other. Seven lane freeways. There, vast green areas of forests everywhere and nowhere near as much urban sprawl. Two lane highways are the norm. Patti and I both commented after we got home, that neither of us saw one single homeless person or encampment, anywhere.

It was also Bike Week in Ocean City; supposedly one of the biggest on the east coast. We saw bikes galore and riders from all over. Know what I didn't see? Three-piece patch wearing clubs. I know not all clubs that wear 3-piece patches are bad (especially ours!), but, the majority opinion is that they are 1 percenters and give us all a bad rap and image. I think I saw two riders with 3-piece patches. Granted I didn't attend over the busiest days on the weekend, but I saw riders all over the Eastern Shore, riding, exploring, even shopping in the grocery store getting supplies for their hotel rooms. I chatted with as many riders as I could and they came from Canada, Pennsylvania, New York and as far as the Midwest. All had a very chill vibe and sense of rider brotherhood.

Why do I bring all this up you ask? Because being there for one week, trying to explain to my family how I spend \$800 a month on gasoline for Patti and I to commute to work, and the homeless situation, and the crazy programs they are trying to pass in Sacramento, gave myself and my family a moment of pause. From their perspective, I was describing a nightmare. I tried to assure them I wasn't negatively bashing everything, just pointing out the differences. And the main differences? Family, and law and order. Everything about the beach areas of the Eastern Shore is geared towards FAMILY, and everything is protected by a strong sense of law and order, and the public's willingness to be civil and law abiding. The beaches there are crowded every day with families, all who put their chairs in circles facing each other. All the businesses cater to families with kids, all on vacation. That business model is fiercely and proudly protected as a tradition.

Here in San Diego, it seems lately that every issue we face as citizens is a test of how much we are willing to tolerate. There, the battle of tolerance is being won by a united sense of "not" tolerating lawlessness or nonsense. Here we are tolerating or are forced to tolerate, depending on your perspective, all the issues I mentioned and so much more. But fear not, the battle is being won by Blue Knights, especially those of us in CAVI.

When members ask or question why our chapter and organization do the things we do in the way we do it, I believe it is because our members will not tolerate anything less than doing things right, and doing it first class. We keep meticulous meeting minutes, Chuck keeps meticulous books and documentation on our finances, and other long-time members ensure our traditions and way of doing things right, stay protected, by offering insight about our history and all the steps it took to get here, to make sure we reap the benefits of that wisdom. We follow and update our bylaws. We do these things fiercely and proudly, with a unified brotherhood of honor. Richard skillfully and artfully puts all of it in a newsletter so that ALL Blue Knights can share in this perspective.

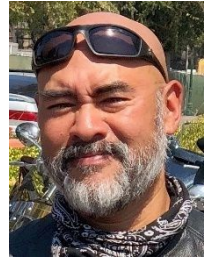
The overall Blue Knights perspective has been one of doing things right, ***even when no one is looking***. That's the perspective, and that's a way zero tolerance was meant to work: accept nothing less and you will get the best. It takes a lot of work and compromise to get there, but we do it. Keeping our standards high, and keeping it all in perspective, that's the Blue Knights way. Proud to be a part of that process every day!

RWP
Ken



VICE-PRESIDENT'S MESSAGE

Ray Juanengo, Vice President



Carpe Diem!

Salutations fellow Blue Knights! I was just reflecting recently, after seeing several posts on social media of friends and acquaintances having passed away. This isn't to say that I'd like to be around forever... rather, these posts reminded me that our shelf life for enjoying our collective passion for motorcycling is finite. Getting behind the bars is, in and of itself, a precursor to the next adventure, excitement behind the next curve, or at the very least an escape from the mundane ever nudging us forward. I urge you not to lose that passion.

Our collective hobby likewise is not favored by the younger generations... the average motorcycle rider is now 48 years old according to the American Motorcycle Association. It's the conundrum currently plaguing the motorcycle industry. How to get younger riders involved? On a smaller scale though, isn't that the question we should be concerned with as well? Recruitment woes are all the more exacerbated with these issues. Unfortunately, there are no quick fixes. What can be done?

We can become proactive as riders and ambassadors for our club (and by extension our profession) by wearing our colors, riding regularly with our brothers and sisters and making it to local community motorcycle events such as bike nights, motorcycle riding competitions and of course the ever-present benefit rides.

There are almost no small amount of events going each and every weekend in our backyard. In fact, we've got rides from our BK chapter brothers and sisters from CA IV and CA X upcoming. I hope to see a great turnout on our part. Besides these, many of us also ride with other groups. I'd encourage you to invite your fellow Blue Knights. Many of us are always looking for an excuse to get out and ride.

We'll see you at the next chapter meeting.

Blue Knights Ride with Pride!

Ray Juanengo
Vice President
Blue Knights California VI



SECRETARY'S MESSAGE

Mike Wagner, Secretary

**MEETING MINUTES
September 14, 2024**



Call to Order: Chapter Vice President Ray Juanengo at 1445 hours

Pledge of Allegiance led by Randy Aldredge

Moment of Silence for Members of Heaven I
Recognition of Fallen Chapter Members

Introductions/Guests: Mike Brashars wanted to thank Cal 10 for coming to Cal 6 Picnic

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 – Not Present

1. An email sent out to all club members about the upcoming election. No response from anyone. Arturo Romero running for the Director position. John Lopotosky nominated Arturo Romero for the Director position and it was Seconded Bill Crow.
2. The club will continue to sponsor Next Step Service Dogs and will look at other charities to sponsor.

Vice President Ray Juanengo - Present

1. Mentioned he would like to see the club getting involved in more riding events. There is a riding event on October 5, 2024 held by the Indian Motorcycle in San Diego.

Secretary Mike Wagner - Present

1. Update for the Christmas Party. Ken Smith to contact the Catering Manager at Embassy Suites.

Treasurer Chuck Belletti – Present

The fiscal status of the club given to club members.

1. Chuck brought (American Motorcyclist Association) applications to the chapter picnic. At least 10 members need to be members of the AMA.
2. Raffle ticket sales \$280.00 for deposit (\$160.00 awarded in drawing).
3. Membership Dues \$140.00 (Belletti, Wagner and Wheeler).
4. Carpenter donation check for \$40.00.
5. Total for Deposit \$460.00.
6. Arturo and Miguel became AMA members at the meeting.
7. Tina did an outstanding job of selling raffle tickets at the meeting.

Past President John Lopotosky - Present

1. Membership renewals due in November. \$25.00 for International membership and \$20.00 for chapter dues. A total of \$45.00. If members are going to use the square for payment; they will pay an additional \$5.00. A total of \$50.00.
2. Arturo Romero was nominated at Blue Knight picnic for the Director position.
3. A discussion to be made for how much each member will pay for attending the Christmas Party.
4. Looking at making an order for reflective LEMC patches (5 sets).

Chapter Directors:

Richard Bennett - Newsletter Editor - Not Present

1. Look at the possibility of the club providing a charity to the San Diego Police Museum.
2. Two upcoming motorcycle events: (1) Cops and Robbers on Sept. 22, 2024 and (2) San Diego County Motor Officers Association competition on Sept. 27th and 28th.
3. For the Christmas Party last year, members paid \$60.00 each. This is the club's biggest annual event.

Mike Harrison - Not Present

Emeritus Bill Crow - Present.

1. Some visiting German motorcycle riders are to be met at the Midway by our Safety Officer Mike Manen.
2. Thanked Betsy and Alan Wheeler again hosting the Blue Knight picnic.

Alan Wheeler - Present

1. New charity for the club to consider to support. Woundedblie.org.
2. Agrees with the club providing a charity to the Police Museum.
3. Wanted to know the amount of money the club made for the Poker Run.
4. Mentioned about the Poker Run being sponsored by Cal 10 on October 26, 2024.
5. He also mentioned about a Redlands ride on September 28, 2024.

Staff:

Safety Officer - Mike Manen - Present

1. Encouraged all riders to ride safe.

Webmaster - Stephen Roche - Not Present

Quarter Master - Arturo Romero - Present, No Comments

Ride Coordinator - Michael Belluso - Present

1. Mentioned about the possibility of having some overnight bike rides.
Anyone having any ideas email any suggestions to a member of the board

Morale/Welfare Coordinator - Michelle Juanengo – Present, No Comments

Morale/Welfare Coordinator - Tina Lopotosky – Present

1. Thanked everyone for purchasing and participating in the raffle.

Jorge Ortiz – SWC International Rep Jorge Ortiz - Not Present

Good of the order: (1) John Lopotosky mentioned the next International convention will be held in Belgium (June or July). SW Conference will be in New Mexico. (2) John talked about membership renewals and mentioned to everyone going to attend the Christmas Party make sure they signed the Christmas Party attendance sheet. He mentioned about possibly obtaining 100% retention on renewals. (2) Alex from Cal 10 mentioned about their Poker Run and Weapons Raffle. There event will be held on October 26, 2024.

Poker Chip Drawing: Cancelled for this meeting. \$5.00 added to the pot by Ray Juanengo

25/25 Winners: First: Lorena Martinez \$8.00
Raybon \$80.00

Second: Richie

Motion to Adjourn by: First by: Jay Ellis

Seconded by: Alex Cross

Meeting Adjourned at: 1535 hours

Next Meeting: October 19, 2024 at the Broken Yolk



SAFETY MESSAGE

Mike Manen, Safety Officer



AFTER THE FALL

This month's safety article strikes close to home; in my driveway close to home. I was on my way to our Poker Run, but after travelling about 75 feet I hit my front brake, apparently on gravel I had not noticed.

As I was lying on the ground, I was thinking this would make a great article. I didn't take a photo of the bike, but I do have one of the aftermath. So, I found an article on gravel and motorcycles.

Riding a motorcycle requires a bit of practice and skill to ensure you can safely operate the bike and remain in control of it. Unfortunately, riding on gravel can be challenging and requires following a few techniques. If you want to learn how to ride on gravel, you can reach out to the experts at Willamette Valley Harley-Davidson in Eugene, Oregon, serving Albany and Corvallis, Oregon.

Avoid Becoming Tense

It's important to keep your arms and legs loose while driving on gravel to ensure you have proper traction and don't slip around on the small rocks and pebbles on the ground. You also want to avoid making movements at the last moment, which can lead to losing control of the motorcycle and getting into a crash.

Watch Your Speed

You'll need to closely monitor your speed while driving on gravel to ensure you have enough time to put your feet down on the ground to avoid tipping over. This will help you to have more reaction time to ensure you can respond to any issues if you start to lose control of the motorcycle. You also want to stay on the right side of the road if you're traveling on a winding road to avoid oncoming traffic.

Look Out for Large Rocks

Large rocks on gravel roads are always a threat because they're big enough to hit and get into an accident. Check for obstructions or hazards up ahead to ensure you have enough time to drive around them. It's also important to plan your route in advance to ensure you know where you're headed.

Lean Your Body Away From the Motorcycle

If you want to avoid a lack of distributed weight on the motorcycle, you'll need to get into the habit of leaning your body in the opposite direction of the turn. This will prevent the back wheel from kicking away and will help all of your weight to be distributed in the middle of the motorcycle.

Inspect the Motorcycle

Perform a thorough inspection of your motorcycle to ensure everything is working correctly before you plan to travel on gravel. You'll also want to do this after riding on gravel to look for rocks that may be stuck in the brakes. Look for leaks in the tires and check your springs and shocks on your suspension system to determine if they need attention or repairs.

Do you want to learn more about how to safely travel on gravel on your motorcycle? You can learn additional information from the pros at Willamette Valley Harley-Davidson in Eugene, Oregon, serving Albany and Corvallis, Oregon.

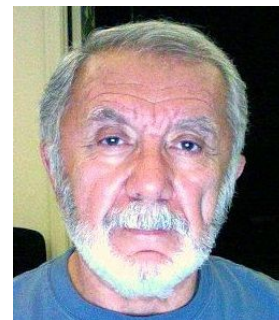
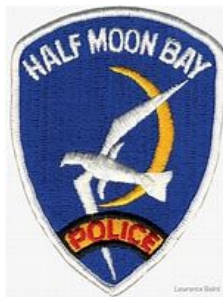
The main thing I learned the hard way, was do not use only the front brake. That was one of the main factors in my impromptu dismount.

A last sidenote: there are good videos on the internet concerning picking up your bike.



My daily reminder

MEMBER SPOTLIGHT



No other Blue Knight can say their first law enforcement job was the Special Assistant to the Chief of Police in Atherton California. This was only one of Cameron Nouriani's accomplishments in his long and interesting life.

Prior to joining law enforcement, Cameron Nouriani had an extensive military background in firearms. While competing in a Police Pistol Combat event, Cameron was encouraged by a California Highway Patrol officer to join the police force.

At the Atherton Police Department, Cameron was instrumental in developing the use of force policy, firearms training and officer safety. During his law enforcement career, Cameron was also a SWAT instructor.

Cameron later joined the Half Moon Bay police department, retiring with the rank of Commander.



Cameron spent his childhood in France. He received his higher education in Germany, where he studied economics and automobile design. He received his M.S. degree while in Germany.



Cameron married his wife Sima on the fourth of July 1959, and they recently celebrated 65 years together.

They produced three highly skilled children: Bitu Nouriani became a project director for the Department of Psychiatry and Behavioral Sciences at Stanford University.

Dr. Mory Nouriani became a medical doctor with multiple specialties, and was an assistant professor of medicine. Tragically, Dr. Nouriani died in a traffic collision while on his way to teach young doctors.

Sam Nouriani produced the game Call of Duty at Activision Studios. The game was number one in popularity for three years. Sam currently lives in Thailand.

Cameron has a vast list of hobbies. He enjoys flying, horseback riding, motorcycling, car rallies, shooting, photography and gardening. In his early years, Cameron competed in motorcycle racing in Europe, riding an MV Agusta.

During his lifetime, Cameron has owned and ridden about a dozen BMWs, ten Harley Davidsons, 14 Hondas, 1 Benelli 1,00cc, Two MV Agusta 750 cc, 1 Muench Mammoth 1200cd NSU engine, a Ducati 750cc, a Moto Guzzi, a Vespa scooter and others that have long since been forgotten.

In 1983, Retired Marine Colonel Ed Morris met Cameron and encouraged him to join the Blue Knights. Hal Crosby was the chapter president at the time, and Cameron has been active in Blue Knights ever since, even being chapter president in 1999-2000.



Blue Knights CA VI in June of 2004

Something you may not know: Cameron translated the International Blue Knights video into French and German. He also narrated the International Blue Knight video.

Cameron was attracted to the Blue Knights by the comradery of the group. He has been active in Blue Knights for 40 years, and is the longest tenured member of California VI. He continues to enjoy the friendship of his brother and sister Blue Knights whenever they get together.



Blue Knight Cameron Nouriani



Road Wisdom

There is a difference between wisdom and knowledge.

(Noah Webster)

Being a Motor Officer in the 60's

The true-life adventures of Badge 825



Part Five

Disasters and memorable moments

Fire in Rancho Bernardo

Sometime in 1968 or 1969 a large fire occurred in North County that spread from Poway to Rancho Bernardo. Motorcycle officers were a mobile field force, and large fires always require road closures and traffic direction. At some point in my work day I was called to a command post to help with traffic control.

The motorcycle officers were dispatched to various intersections by the command post. Usually, we were deployed ahead of the fire or behind fire fighters who needed the area closed off to protect their equipment. The entire motorcycle force was being used on that day, and we began in the Scripps Ranch area. After we were cleared from that area, we were told to report to Rancho Bernardo. We all stopped in Poway to use a service station rest room, get a cold drink and rest a few minutes before reporting to the next command post.

The service station was on the corner of Poway Road and Pomerado Road; two major streets that went through Poway. We watched dozens of fire trucks racing in all directions, and we could see the thick, black smoke on the horizon to the north of us.



We were dispatched by radio before we reached the command post, and I went with one or two other officers to a location on Highland Valley Road, just south of Lake Hodges. The smoke was south of us, but we could see it drawing nearer. We were controlling traffic east of Pomerado Road, turning drivers around before they could reach Rancho Bernardo.

At some point we received a radio call to report to another location, which was in the Rancho Bernardo area. We rode our motorcycles west on Highland Valley Road, and immediately encountered heavy, black smoke.

The smoke made visibility impossible, and we slowed to keep from running off the road. The fire was closer than anyone had imagined, so we had no warning about direction or areas to avoid. We rode on, and flames appeared to my left. The flames were very high, and the heat was unbearably intense. We didn't know if we were riding into or out of the fire danger, but we were committed to continue on.

After what seemed like an eternity, we broke through the smoke and fire. I could see the fire jumping the road we had just travelled, and I could only imagine what would have happened if we were only a few minutes later. My uniform smelled of smoke the rest of the day, but I was glad to have survived the ride through the fire.

The end of a scofflaw

"Vernon" rode a race-style motorcycle, which had straight (un-muffled) exhaust, and was known to me from previous contacts.

I encountered Vernon on several occasions. The first was in downtown San Diego when I wrote him a citation for modified exhaust. It could have been a warning, but Vernon insisted he had baffles in his exhaust pipes. When I stuck my long police baton all the way into his exhaust pipes, he had to admit they were illegal. He got a "fix it" ticket, which meant he had to make the correction and then get it certified by another officer who signed off the citation.

After the first citation I encountered Vernon again. He had straight pipes again, which meant he had corrected the problem and then went back to the illegal exhaust. I wrote him another citation, and was unsympathetic to his protests.

On a sunny summer day in San Diego, I was riding west on Ash Street approaching Kettner Boulevard. A Honda motorcycle dealership was on the northeast corner of Kettner and Ash, and I saw two motorcycles coming out of the driveway. A male was on the lead motorcycle, followed by a male rider on another Honda. It was a typical test-ride; the customer riding in front, followed by the salesman.

We all three rode west on Ash and approached Pacific Highway. I was about a city block behind the other two riders, who were riding at the speed limit. As they neared Pacific Highway, the signal turned green for them. The lead rider failed to see a large sedan run the red light going north on Pacific Highway. I saw the car was towing a large house trailer, and had a woman passenger in the right front seat who appeared to be reading something.

The salesman was able to brake and avoid hitting the car, but the lead rider hit the right rear fender of the car, flew off his motorcycle and fell between the car and the trailer. The driver did not immediately stop, and the motorcycle rider was run over by the trailer. I watched the rider tumble and roll as he was fatally injured. At this time the car driver pulled to the curb and stopped.

The motorcycle rider was Vernon, and was obviously dead when I got to him less than a minute after I saw the collision. There was no first aid that would save him from the massive injuries he had.

I called in the incident, told the car driver and the Honda salesman to stay put until I could talk with them. I was quickly joined by patrol officers who did the necessary traffic control, and later by a traffic sergeant who assisted with the investigation of the collision.

The car driver was from Canada, and his wife was reading a letter to him as he drove north on Pacific Highway. He failed to see the red light, and did not immediately know his car was hit by the motorcycle rider. He and his wife were very remorseful, and I found it hard to be mad at them. (They later wrote a letter of commendation for the compassionate way I conducted my interviews with them.)

Honda Prototype

Until the end of the 1960's, the hot motorcycle to beat was the Triumph Bonneville. It was a British 650cc twin with twin Amal carburetors and only weighed about 500 pounds. The styling was sleek and narrow, and Triumphs were winning races of all kinds all over the world. Even Harley Davidson's Sportster had a hard time competing with it.

Police Departments all over America used Harley Davidson motorcycles for police duty. It was the classic police bike, and SDPD had been using them for decades. About 1969 the Honda 750 was introduced to America. I can still remember the unbelievable performance claims in the early press releases.

The Honda 750cc was a four-cylinder, four carburetor motorcycle that was about the same size and weight of the Triumph Bonneville. It had disk brakes and a five-speed transmission that easily clicked into gear. It was nimble, powerful and fast with brakes that were very efficient. About the only criticism I ever heard about the Honda 750 was the ugly gas tank, which looked like a camel hump.

The first Honda 750 I saw passed by on a city street. I was surprised by the car-like sound of the engine, which was more like a sports car than a motorcycle. When I saw one parked, I studied the complexity of the engine and marveled at the engineering. This was a quantum leap for Honda, whose biggest motorcycle used to be a 450cc.

One day at morning briefing, the sergeant told us that Honda had a prototype of a Police Motorcycle that had been loaned to SDPD for testing. In order for the Department to evaluate the Honda, each motorcycle officer would ride it for two days. After the test, we were expected to write an evaluation of how well it performed for police work.

We saw the Honda in the garage. It had Harley Davidson accessories, since Honda had not designed any police package for the 750. The windshield and foot boards and "heel-kicker" shift were from a Harley FLH, and the red lights were from a Harley police motorcycle. An electronic siren was bolted to the "crash bars", but there was no police radio. We had to use a handi-talkie for communication during the test.

When my turn came to test the Honda I was initially excited to give it a try. I took a few minutes to familiarize myself with the different switches and controls and then I went riding. I was surprised at how quiet it was, purring instead of rumbling. It was almost bicycle-like in handling compared to the Harley. It took some getting used to, but I liked the nimble way it could wind through stopped traffic.

I went out on the freeway and was surprised at the quick acceleration and the smooth gear box. I was used to the Harley "clunk" going into gears, and the "snick" of the gear changes was a pleasant discovery. Most of all, the brakes were solid and effective. Stopping from high speed was quick and easy, in part due to the overall weight and efficiency of the disk brakes. This was clearly a "performance" motorcycle.

After riding the Honda for a few hours, I decided to put it through its paces in traffic enforcement. I sat on side streets and waited for a violator to pass. Once I spotted a car to stop I would deliberately give it a head start so I could accelerate through the gears. The thrill of acceleration and quick, easy gear changes was fun and I knew I could stop just as fast. I found myself taking more and more risks just to push the Honda to its limits.

By contrast, the Harley police motorcycles were heavy, weighing about 800 pounds. The engine developed about 50 horsepower, and brakes were the expanding shoe type. In heavy use the brakes would over-heat and lose stopping power. The Harley had rubber mounted handlebars, and foot boards. The slow speed handling felt soft as a result. I was used to slow acceleration, soft handling of a heavy motorcycle and longer stopping distances from the drum brakes. While I enjoyed the Honda, I realized the high performance could be addictive, and I was taking far too many chances; chances I would not take with the Harley. In the end I returned the Honda after only one day, telling the sergeant that my Harley went as fast as I wanted to go, and stopped as fast as I needed.

Embarrassing moments

There were also amusing things that happened to me. During the school year, motorcycle officers were assigned to be outside schools when the school day ended. We kept traffic flowing smoothly, did some traffic enforcement when necessary, but mainly we were a visible deterrent to would-be violators. On one occasion I was assigned to Clairemont High School, but I was a little early. I had to urgently use the restroom, so I stopped at a service station on the same block as the High School. Motorcycle uniforms require some doing to get undone to use the toilet, and then get re-dressed when finished. I was in the middle of my business when I heard the school bell ring. I got everything back on, and when I opened the restroom door I saw many high school students walking past my location. Some were pointing to me, and I realized I had been in the women's restroom by mistake. It was hard to be dignified at such a time, so I got onto my motorcycle and quickly rode away.

Another memorable incident occurred when I was riding my police motorcycle north on I-5 through Old Town San Diego. I felt something hit the upper part of my leg, and saw a flash of metal in my rear view mirror. I discovered that my badge (#825) had fallen off my leather jacket and was lying somewhere on the pavement of I-5.

I couldn't immediately stop, and I couldn't find an off-ramp for another mile. When I finally returned to the location, it had been more than five minutes since I lost the badge. I stopped on the shoulder of the highway and began walking in search of the badge. When I found the badge, it had been completely destroyed by passing traffic. I retrieved it and immediately went to the Chief's Office. I had fun with the Chief's Aide when I said I was there to turn in my badge. After he saw my badge we all had a good laugh.



I received a replacement badge with the original "825" number, and I was given the mangled badge as a souvenir. I still have it.

Opening the Coronado Bridge

Before 1969, vehicle travel from San Diego to Coronado required a Ferry ride or a long-way-around drive on the Coronado Strand. A bridge from the City of San Diego to the City of Coronado was a controversial, but practical solution. Called Highway 75, the bridge was a technological wonder. It was tall enough to allow the Navy's largest ships to pass under, and had provisions to move the center divider left or right to accommodate rush-hour traffic. Originally a toll bridge, motorists paid for the west-bound travel but were allowed free travel going east.

The bridge was completed in 1969 and the official opening ceremonies were announced several days in advance. Dignitaries from all over were scheduled to make an appearance, and the opening was the focus of much media attention.

On the morning of opening day, I was assigned to monitor the bridge and keep all vehicles and pedestrians off the span. The bridge is about two and a half miles long, and I was required to ride back and forth on patrol. In the middle where the San Diego and Coronado city limits converge, a riser or dais was erected. Microphones and speakers had been installed, and this was clearly the center piece of the media attention.

The day was sunny and dry, and riding back and forth between San Diego and Coronado was initially exciting. The bridge provided city views like none other before. I really liked cruising on the bridge and having it all to myself. After a couple of hours, I was looking for a



way to break the routine and add some excitement. I started at the toll booths on the Coronado side and rode my motorcycle to the San Diego side with no hands on the handlebars (Look Ma – No hands!). The Harley did not have a throttle return spring, and the throttle remained wherever it was positioned. With the pre-set throttle and some "body English", I was able to easily ride the entire distance; I don't think anyone else has ever done that.

At the appointed hour the media, dignitaries and public converged on the bridge to perform the official opening ceremonies. I was on the fringe of the crowd and watched the ceremonies. After the risers were cleared from the bridge, a ribbon was cut and traffic began flowing. At the time I didn't think much about it, but now I can say I witnessed the end of the Ferries and the beginning of the Coronado Bridge.



BLUE KNIGHT VISITORS

Mike Manen, Safety Officer



On September 9th, 2024, we had a member of the Blue Knights from Germany, David Froebus, stop by with his brothers to visit the USS Midway Museum.

I had planned on just making this just a short tour that turned into four hours. We grabbed a handful of flashlights and toured a lot of behind-the-scenes spaces. They had an excellent time.

Thanks for visiting Brother!





Ya' Feelin' Lucky?

(Did I count five tickets, or six?)

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



BLUE KNIGHTS CA VI			
ONLY 500 TICKETS TO BE SOLD			
\$10.00 DONATION			
	1ST PLACE WINNER	2ND PLACE WINNER	3RD PLACE WINNER
	\$1000.00 CASH	\$500.00 CASH	\$250.00 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.**

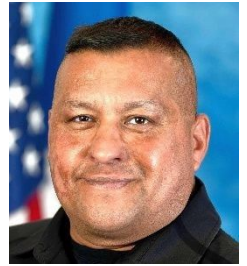
**Be generous; Increase your chances, and support our Chapter and local
charities at the same time.**

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

**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.**



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. \$8,800 or best offer. 619-890-7273 mobile.



Classic Thurlow Leathercraft Genuine Deerskin Motorcycle jacket

Excellent condition
Highest quality, Timeless design

Men's all-deerskin black motorcycle jacket. Custom made by Thurlow Leathercraft

Cold weather is coming! Be the leader of the pack by styling with this one-of-a-kind jacket!

Features include:

26" sleeves. Designed to cover arms while riding motorcycle.
Zippers in cuffs. Allows for air flow when needed.
20" chest; 21" shoulder measurement. No "standard sizing" on custom jacket.
42" waist. Adjustable + or - with side lanyards.
Sheepskin collar. Removeable.
Epaulet shoulders.
Padded elbows.
Front pockets with top and side entry. Warms hands, and stores items.
Full heavy duty front zipper.
Two interior pockets, one on each side. 8 inches deep.
Silk fabric liner.



Amateur model

Deerskin leather stays soft after getting wet. Dries soft!

Cost \$500 new

Appraised at \$400

Selling for \$250

Cell: 619 972 3104



(Fancy hanger included!)

Blue Knights, California VI

Christmas Party

Saturday, December 14, 2024

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



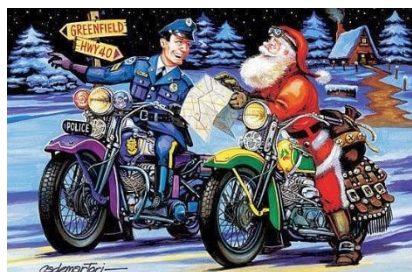
The premiere event of the year!

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

UPCOMING RIDES

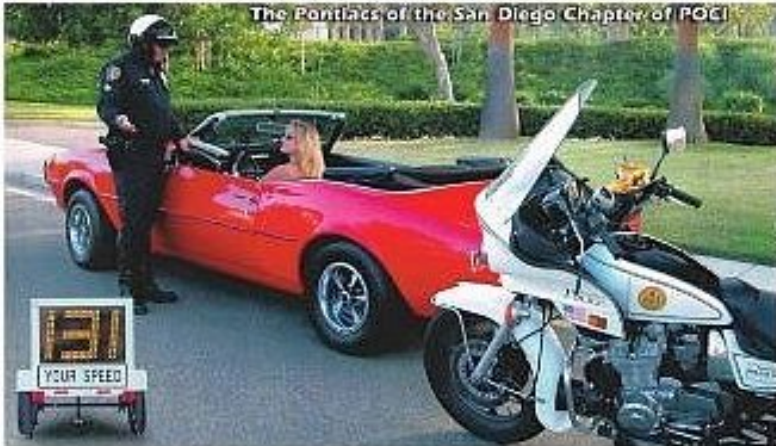


"Save the date, Sunday September 22nd 2024"

COPS & RODDERS FALL POW WOW



JOIN THE SAN DIEGO PONTIAC CLUB & THE SAN DIEGO POLICE MUSEUM
The Pontiacs of the San Diego Chapter of POCI



 **San Diego County
Motor Officers' Association
22nd Annual "Terry Bennett Memorial"
Police Motorcycle Training and Competition**



September 27-28, 2024

Proceeds to benefit

Kathy's Legacy Foundation

(SERVES CHILDREN AND PETS IMPACTED BY DOMESTIC VIOLENCE. WE
REVIVE HOPE, RESTORE NORMALCY, AND INSPIRE DREAMS IN THE LIVES OF
CHILDREN ORPHANED BY INTIMATE PARTNER VIOLENCE)

Come watch highly skilled Police Motorcycle Officers from throughout the
southwestern United States as they test their skills in a spirited competition. Officers,
families and friends, and the general public are invited and encouraged to attend.

*The location for this years' event is The Shoppes at Carlsbad located at
2525 El Camino Real, Carlsbad, CA 92008*

For more information, or to make a donation, visit www.sandiegocountymotors.org
or e-mail sandiegocmoar@gmail.com

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/>