

THE KNIGHTLY NEWSLETTER

Blue Knights © California VI



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JULY 2022



**MEMBERSHIP
MEETING DATE
August 13, 2022**

Inside this
edition



**Poker Chip drawing was held. Marvin Hayden's name was drawn.
Since Marvin 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 the largest chapter 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 Ken Smith by email at: vice_president@bk-cavi.org



CALIFORNIA VI OFFICERS AND STAFF



PRESIDENT

[John Lopotosky](#)

VICE-PRESIDENT

[Ken Smith](#)

SECRETARY

[Shari Stegall](#)

TREASURER

[Chuck Belletti](#)

DIRECTORS

[Richard Bennett](#)

[Mike Harrison](#)

[Ray Juanengo](#)

[Alan Wheeler](#)

MORALE & WELFARE

[Tina Lopotosky](#)

[Michelle Juanengo](#)

IMMEDIATE PAST-PRESIDENT

[Grant Frye \(Heaven 1\)](#)

WEBMASTER

[Larry Hansen](#)

NEWSLETTER EDITOR

[Richard Bennett](#)

RIDE COORDINATOR

[Alan Wheeler](#)

SAFETY OFFICER

[Richard Bennett](#)

QUARTERMASTER

[Arturo Romero](#)

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

John Lopotosky, President



WHAT IS THE BLUE KNIGHTS SOUTHWEST CONFERENCE?

Greetings fellow Blue Knights, I hope July has been treating you well. The weather in San Diego has been glorious, as usual. For those of us that live to the north, well, you know we continue to bake through the summer months 😊

This month I wanted to chat a little bit about the administrative makeup of the Blue Knights® International Law Enforcement Motorcycle Club. I am sure most of you know that the club was formed in 1974 in Bangor Maine. It grew slowly at first with a few local chapters, expanded to nearby states, and then became international with the creation of a Canadian chapter. As time went by chapters emerged in other states and then other nations.

The Blue Knights LEMC is made up of eleven conferences. We are members of the Southwest Conference which encompasses Arizona, Southern California (Ventura and south), Colorado, Southern Nevada, and Western Texas. We are the smallest conference in the organization with twenty-four chapters and around 650 members.

The Blue Knights® LEMC is governed by a board consisting of a president, two vice-presidents (North America and Europe), secretary, treasurer, and immediate-past-president. Each of the eleven conferences elects a chairperson, secretary, treasurer, international representative, and one or more vice-chairperson (up to three per conference). The international representative sits as a voting member of the board.

Additionally, the chapter presidents elect, and are represented by the Board of Governor's (BOG) consisting of a chairperson, vice-chairperson, secretary, and treasurer. The chairperson of the BOG also sits on the international board as a voting member. So, in total, there are seventeen voting members of the international board. The international president only votes in the case of a tie.

The Blue Knights® LEMC is governed by the Blue Knights® Constitution and By-Laws. This detailed document spells out the duties and responsibilities of the officers and the rules by which the club operates. This document has recently been updated and I will be sending a copy to each chapter member soon. I encourage you to make some time to review it. It will answer a lot of questions and give you an idea of just how the international side of the club works.

Here are some links you might feel are useful. If you have any difficulty logging in to the members only areas please let me know and I will give you instructions.

Blue Knights® LEMC: <https://www.blueknights.org/>

Blue Knights® SWC: <http://www.bkswc.org/>

Blue Knights® Chapter CA VI (San Diego): <http://www.bk-cavi.org/>

BLUE KNIGHTS CA VI
General Membership Meeting Minutes



July 9, 2022

Call to Order: Chapter President John Lopotosky at **0904** Hours

Pledge of Allegiance

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

Introductions/Guests: Mike Manan introduced his wife, Janet. Vic Slater introduced his wife, Joanie. Ken Smith introduced his wife Patti

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 John Lopotosky

1. Advised that the small claims action re: hoodies/shirts will take place on July 19, 2022
2. Discussed Elections for 2023/2024 Officers. More info to follow via email
3. Nominations for Blue Knights and Lady/Lord of the Year will be coming up.
4. Upcoming Events
 - A. November Knights/Glendale AZ – November 18-20, 2022
 - B. 2023 SWC – Las Vegas May 7-11, 2023

Vice President Ken Smith

1. Christmas Party Update – December 3, 2022, at the Executive Suites La Jolla
2. Waiting for holiday meal menu from venue
 - A. Sign Up Sheet passed around

Treasurer Chuck Belletti

1. Financial Status

Checking	\$10,729.71
Savings	\$2,566.52
Petty Cash	\$150.00
Poker Chip	\$10.00
<hr/> Total	<hr/> \$13,456.23

BLUE KNIGHTS CA VI
General Membership Meeting Minutes

Secretary Shari Stegall (Excused)

Chapter Directors:

Ray Juanengo (Excused)

Alan Wheeler (Ride Coordinator)

1. Encouraged member participation for AMR's
2. August Ride Leader will be Jack Knish. Will be a coastal ride

Richard Bennett (Safety Officer)

1. Newsletter Articles – Encourage Members to submit articles and photos for newsletter
2. Member Spotlight – Inquired if there might be interest in adding a “Member Spotlight” section in the newsletter.
3. Briefed on today's AMR to the Antique Tractor and Steam Engine Museum

Mike Harrison

1. Thank our members who participated in the American Legion ride

Quarter Master

1. Arturo Romero was appointed as our new Quartermaster by the Chapter President. Unanimous Vote by membership in favor.

Morale and Welfare (Sunshine) Coordinator Michelle Juanengo/Tina Lopotosky

1. Please notify Tina and Michelle if anyone is sick/ill/ hospitalized/in need of assistance

Good of the order

Poker Chip Drawing: \$10.00 Winner was Marvin Hayden. He was not present to collect. Next drawing goes up to \$15.00.

50/25/25 Winners: John Hilton and Jack Knish

Raffle Prizes

Motion to Adjourn by: Bill Crow Seconded by: Mike Wagner

Meeting Adjourned at: **0953** Hours

Next Meeting: 0900 Hours, August 13, 2022
Broken Yolk



SAFETY MESSAGE

Richard Bennett, Safety Officer



Don't Kill Bambi's Mom

In the Disney movie, Bambi is in the forest and is separated from his mother. During his search, Bambi is told his mother was killed by a hunter. As a four-year-old child sitting next to my mother in the theater, the message hit me hard. So hard that I still remember the moment all these years later.

In the years since then I have learned that deer are vulnerable to vehicle collisions, almost as much as to hunters.

At a recent Blue Knights meeting, one of our directors described an encounter his group had while riding in a rural area. The two lead riders almost simultaneously hit two deer that darted onto the roadway. Neither rider fell, but both motorcycles were damaged and the riders were injured. The deer were so severely injured they had to be put down at the scene. The story caused me to think of all the times I have encountered deer while riding, but fortunately avoided collisions.

I did some background research on animal strikes, and I discovered data from Havahart Foundation, and crash data from Insurance Institute for Highway Safety, the company that does research for insurance companies.

I found deer are not our only hazards as motorists. In any given year 260,000 crashes with *all* animals occur in the U.S. The result is 12,000 human injuries and 150 human fatalities. There are 30 million deer in the U.S., making them the most commonly spotted, and most commonly hit in 70 percent of states in the U.S. But there are many other "popular" animals.

At the top of the list are birds, dogs, cats and squirrels, followed by Coyotes, skunks and rabbits. Armadillos didn't make the list, although I have never seen a live Armadillo in Texas.

The most animal-related deaths involving vehicles occur in July, August and September; the third quarter of the year. Following closely are October, November and December.

The most common locations for animal strikes are neighborhoods and rural roads. The most common time for animals to be present are mornings and evenings. In rural areas, deer can be out at any time of day. Almost 60 percent of animal strikes resulted in animal fatalities,

including seriously injured animals that were put down at the collision scene.

Deer and moose are often encountered in pairs or groups. They have herd instinct, and will follow other animals, often into the roadway. Be ready for another animal hazard in the vicinity.

Motorcycle riders who struck deer, died more often from the crash and not from the initial deer strike.



On a Country Road



In a Neighborhood



On a Highway

Larry Grodsky, a well-known motorcycle journalist for Rider magazine, struck a deer and died in April 2006. He was on his way home from giving a safety presentation. Ironically, he had predicted that if he were to die in a motorcycle collision, it would be with a deer.

Since we can't change animal behavior, it is up to us to be vigilant and defensive when travelling. Watch for wildlife signs, slow your speed, drive defensively, and think about "what if..." Cover your front brake with your hand, and be ready for quick action. Consider alternative evasive actions; swerving, braking or colliding. Be ready to do any or all of them. If in a group, increase your following distance as you lower your speed.

No one wants to collide with an animal. Avoiding or evading animal strikes benefit all parties involved. You stay healthy and Bambi gets to have his Mom come home at the end of the day.



Road Wisdom

Riding in the wind

By Richard Bennett



No matter what you ride, motorcycles of all types are difficult to ride through high winds. Of all the weather conditions I have endured on a motorcycle, with the exception of fog, strong wind presents the most challenge. I can dress for cold, and I can navigate rain, but wind is so unpredictable that it presents a special danger.

The dangers of wind are obvious; gusts of strong cross-winds can push you off line and into serious hazards around you. Think of wind as an invisible river, whose current is swirling around you. Evidence of wind current can be seen in trees, grassy fields and dust. With these clues, a rider can have some warning of what lies ahead.

Since we can't see the air, it helps to understand what wind does around other vehicles and structures. On-coming large trucks can push a powerful "bow wave" towards you, or the wind may swirl around behind the trailer. Be wary of large trucks approaching from up wind, and move as far away as possible to avoid the additional wind blasts. Also, entering and exiting tunnels create on-again, off-again wind blasts that require you to be prepared to react quickly.



Wind from the rear is one of nature's gifts to motorcycle riders. A tail wind allows for an effortless journey with high gas mileage and still air for the rider. Wind in your face is a slow-going, underpowered experience that causes frequent gas stops. Cross-wind is the most challenging and dangerous wind condition.

There are some things that exacerbate the effects of wind. The term "sails" is used to describe the motorcycle profile that is struck by the wind. It is here that we begin to understand the dynamics of wind and two-wheeled vehicles.

Think of the type of motorcycle you ride. It has an unseen center of gravity, or center of mass, which has a definite impact on how your motorcycle handles. Your "CoG" is different than other motorcycles, and may change depending upon how you configure your load. Savvy riders keep heavy items loaded low and close to the frame to keep the CoG low. Low CoG is a good thing. (I was once asked by a Judge to point to the center of gravity on a diagram of a "chopper" motorcycle ridden by a Biker whom I had cited; an impossible task which led to the dismissal of the charge.) Having no clear location of CoG, I recommend this theory: Draw an imaginary horizontal "belt line" at the half-way part of your bike. Do the same thing vertically at the mid-point. Where the imaginary lines cross will be very close to the actual CoG.

The design, addition or deletion of luggage and a passenger all contribute to the total "sail areas" on motorcycles. The shape and location of sail areas is just as important as size. A bike with lots of sail area is more susceptible to cross winds. The sail areas, combined with the center of gravity, determine how well you and your motorcycle will navigate in the wind.

You would logically expect frame mounted fairings to cause motorcycles to be pushed downwind. What is not well understood is that, in addition to being pushed downwind, handle bar mounted fairings and windshields also cause the wind to affect steering. For example, a large handle bar mounted windshield leaning back behind the steering axis might be more stable in calm air, but will lead the motorcycle into a downwind lean during a side gust of wind.

The way you sit on your motorcycle and reach for the controls also has a major effect on how well you can control your machine in the wind. Ideally, the best position for control in difficult conditions is to be seated on the saddle with the

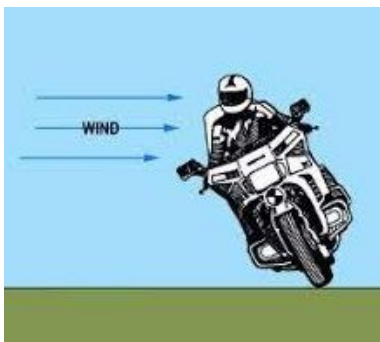
torso leaning slightly forward. Arms should be slightly bent, with hands grasping the hand grips at a comfortable angle. Footrests located beneath your center of gravity make it easier for you to brace against the tank and shift your body weight from one side to the other.

Consider your style of motorcycle ergonomics to anticipate the level of difficulty needed to control your bike in cross winds. What is not so obvious is that when you push on the hand grips, you use your legs to brace yourself. Cruiser-style bikes with forward-mounted foot pegs and high handlebars are far from ideal for steering a motorcycle. Sport bikes have more accurate steering control, but the forward-leaning position can quickly strain shoulder and neck muscles. Ergonomics are always a compromise between control and comfort.

Surprisingly, your clothing can cause increased wind-wander. On a Kansas trip I had my jacket unzipped because of the hot temperatures. The wind caught my open jacket, pulling me sideways, and transferred my body weight to negative handle bar input. That made it more difficult to hold my line. After a gas stop, I zipped the jacket so that it was a tighter fit, and that lessened the impact of the wind. The less loose clothing you have flapping in the wind, the less you will have to fight cross-winds.

Even with a perfectly balanced CoG and minimal sail area, rider skill is essential for accurate control. Riders who consciously counter-steer have better control and less frustration in windy conditions.

Counter-steering is a technique that is easier to experience than explain. It is momentarily steering the front wheel opposite the direction you want the bike to lean. To lean the motorcycle right, you would steer the front wheel to the left. To lean right, press the right grip; to lean left, press on the left grip (get it?). Just give it a try and practice often. You may not understand it, but you will appreciate the predictable control with less effort.



When riding through strong winds, you must lean your motorcycle into the wind and that may require forceful pushing on the grip. In a strong but steady crosswind from your left, pushing on the left grip will lean the bike left (upwind). Pushing harder on the grip will increase your lean into the wind, and help maintain proper tracking. When the wind suddenly changes, you will need to quickly correct by counter steering to the proper angle.

Your motorcycle may give you some strange feedback from your front wheel when riding through cross winds. The tire's contact patch will be on the side, and not the center since you are leaned over and traveling straight ahead. Riders should concentrate on counter steering and let the front wheel swerve around under the bike a bit, as long as you are going in the direction you want.

The most difficult situation is with strong, gusting side-winds. To counteract wind gusts, you must get the bike leaned quickly into the wind. The best way to lean your bike quickly is to counter steer forcefully. If the wind gust increases, push a little harder. Just be ready to push hard on the other grip to straighten up again after the gust passes.

Riding gear is an important component of navigating high winds. When the wind kicks up dust across the road, a good helmet with eye protection is important. Dust and dirt can hit you like a sand blaster, creating discomfort, difficult vision and detracting from your concentration. I recommend close-fitting riding attire that covers your entire body, much like dressing for rain.

Riding in the wind can be merely annoying if you know how it will affect you, and you have the confidence and skills to deal with it. In some cases, the wind may be too severe to continue your ride. Clint Eastwood once said "A man's gotta know his limitations." It is OK to find sanctuary in a local motel, and continue in the morning when the winds have subsided. Your family will be relieved when you call them to say you pulled off a dangerous road, and you will get home safely a few hours later.

Knights visit the Antique Tractor and Steam Engine Museum



Learning about history is interesting;
Touching history is special

With photos by Steve Roche



The Antique Tractor and Steam Engine Museum occupies 55 acres just outside Vista, California. Established in 1969 it is operated mainly by volunteers. There are exhibits of blacksmithing, N scale short track railroad, saw mill, clock and watch museum and others. But the main attraction is the antique tractors and steam engines.



Housed in several barns, tractors of all descriptions and condition are lined up side by side. Some have been restored, and some are in original, if aged, state. It is easy to imagine how they were when they were new. Reconditioning is almost entirely by volunteer help.

Wheeled and Caterpillar style tractors were a turning point in American history. Before these were made, farmers used large steam powered apparatus or horses in the fields.

First came Steam engines, which were similar to trains in operation. Flame-burning fires heated large boilers of water, producing steam that powered large flywheels. These tractors were much like trains on wheels, and could move slowly from one location to another. It was common for them to sit in one place several days and use large belts to power external farm equipment.

Still, most farmers used horses to plow fields and tow harvest equipment. Then came gas and diesel tractors, which replaced horses. Farmers who could afford tractors could manage much larger acreage, and do it much faster and cheaper than with horses. It was a boon to agriculture.

Today, with all the technology available to modern farmers, these tractors look amazingly simple. In their day they were state-of-the-art with a single metal seat, three or four levers, an exposed small engine and large wheels. Drivers sat out in the open, working all day no matter the weather. It is history, and you can touch it.



The Antique Tractor and Steam Engine Museum is closed Monday and Tuesdays; also on rainy days.



Vic, Mike, Chuck, Jack, Alan and Steve

Each year in the spring and fall they put on the Antique Engine and Tractor Show, featuring vendors, displays and working models. The big event is the parade of Steam Engines and tractors of all sizes.

Dates are the third and fourth weekends in June and October. The fall shows for this year are October 15/16 and October 22/23, 2022. For more information: www.agsem.com



“Oh, the places
you’ll go!”

-Dr. Seuss



We are fortunate to have a Southwest Conference Webmaster who has produced an outstanding website.

Larry Hansen, former member of CA VI, has been our Webmaster for several years. He has a talent for design and has technical expertise to create and maintain our Southwest Conference website. If you haven't been there in a while, I invite you to go there now.

There are many resources for Blue Knights on the website. Here is a list of what you can find:

- Link to other Chapters
- Link to Blue Knight events
- List of Southwest Conference Board of Directors
- Photo archive by Ron Friend, SWC Photographer
- Link to the International Group Riding Handbook
- Safety Corner, with Riding Tips you can use
- And even more

Give it a try: www.bkswc.org

Blue Knight challenge: Be the first person to correctly answer the "secret question" about the SWC website at the August 13th meeting, and your Newsletter Editor will buy you six (6) 50/50 Raffle tickets. Happy reading!

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

DEADLINE FOR ARTICLES

SUNDAY IMMEDIATELY FOLLOWING MEMBERSHIP MEETING



BK News You Can Use

The Town Crier

By John Lopotosky



November Knights

Hosted by BK Arizona VI

This is a casual event open to any Blue Knight. Just a few days of fellowship, rides and general shenanigans. I usually arrive on Thursday.

Hotel: Aloft Glendale at Westgate
6920 North 93rd Ave
Glendale AZ 85305

Hotel #: 602 883 3500

Dates: Friday, 11-18-22 and Saturday, 11-19-22. Check out on Sunday, 11-20-22.

The rates will be the same for Thursday, 11-17-22, but she cannot promise that rate for Sunday because if there is a football game that weekend, their rates would be upwards of \$400.00 per night and the NFL hasn't announced the 2022 schedule yet.

FYI: This hotel is located at Westgate. We held the first November Knights on this property. The Phoenix Cardinals has their football stadium on this property. There are some 38 bars and restaurants, along with other businesses, on the grounds, so there will be plenty of things to do.

Mention **BLUE KNIGHTS** for discount price.

One King bed, \$119.00 (plus tax) per night.
Two Queen beds, \$129.00 (plus tax) per night.

2023 International Convention

Hosted by BK PA V, Scranton Pennsylvania

The 2023 International Convention is one year away - **SUNDAY, JULY 16 through FRIDAY, JULY 21, 2023**. With Ireland now completed, PA-V can begin promoting our hosting of the 2023 International.

The web site for the 2023 event has been activated for Blue Knights around the world. You can visit the web site by clicking on/going to <http://www.BKI2023International.com>

Once on the site, be sure to click the 3 lines in the upper right corner of any page to navigate through 9 more pages of information - Host Hotel, Room Registration, Event Registration, 10 Guided Rides, Week Schedule, etc. **Hotel will begin accepting reservations Monday, July 18, 2022.**

2023 SWC Conference

Hosted by BK NV I, Las Vegas NV

May 7-11, 2023

<http://www.bknv1.vegas/swc2023.html>

Blue Knights Member Registration Cost:

\$120.00 until December 31,2022

\$145.00 January 1, 2023 until Convention

Your Registration includes:

- Registration Packet / Bag
- Shirt
- Guided and Self-guided rides with handouts/routes throughout the scenic area of Southern Nevada
- 2023 Convention Poker Chip
- 50/50 Raffles will be offered daily and for length of Convention
- Chance Auction
- Buffet Dinner
- Hospitality room each day

If you have further questions, please contact [Teri Sundberg](#).

Accommodations:

[Tuscany Suites & Casino](#)

Tuscany Suites & Casino is set on 27 acres of lawns and winding paths. This resort is comprised entirely of generously proportioned suites that have a sitting area, wet bar, and compact refrigerators. All rooms offer free wireless Internet.

The resort has two outdoor pools and sundecks, a spa tub, a fitness center (with sauna and lap pool), and 24-hour dining and cocktails. The casino is 42,000 square feet filled with slots, video poker, and table games.

Located 2 miles from the airport the resort is just 3 blocks from the glitz of the strip as well as 1 mile from the shopping district.

Room Rates: \$69 (per room) plus tax. For reservations call (877) 887-2261 and mention group code Blue Knights Southwest Conference.

Registration form:

Registration can be done online [here](#).
A PayPal link will be available soon.

Message from the SWC Chairman

The following is part of the last BOG minutes:

This year we have 9 Distinguished Service Awards and 2 Meritorious Service Awards (Lifesaving) to give out. Their articles will be published on our website and mentioned in the September issue of the Sword & Shield Magazine. Congratulations to our SWC Member from CO-II, John Cosma. Please share the great news with all your members.

Distinguished Service Award Recipients

- | | |
|-------------------------|--------------|
| 1. Markus Buschlinger | Germany-XLII |
| 2. Axel Reibel | Germany-II |
| 3. Alfons Ulrich | Germany-XIV |
| 4. Jurgen Pohl | Germany-XIV |
| 5. Claus-Dieter Muller | MAL |
| 6. Carlos Vazquez | NY-II |
| 7. John J. Cosma | CO-II |
| 8. Jim Trachta | FL-XXX |
| 9. Rob Davis | NV-II |

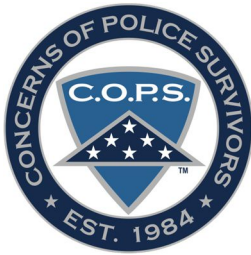
Meritorious Service Award Recipients

- | | |
|-----------------|-------|
| 1. Dawn Hackett | ME-V |
| 2. Nils De Vos | BE-VI |

Martin Cuesta
SWC Chairman
Blue Knights LEMC

Ride with Pride

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



<https://www.concernsofpolicesurvivors.org/>



<https://nextstepservice dogs.org/>



<https://thewishesgrantedfoundation.com/>



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

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

UPCOMING RIDES



August After-Meeting Ride
August 13, 2022 Miniature Museum
Led by Jack Knish

BK CA VI Chapter Picnic
Saturday, September 10, 2022
Wheeler's residence in Alpine
Email with details will come soon

6th Annual November Nights
November 18 - 20, 2022
AloftGlendale@Westgate
6920 No. 93rd Ave.,
Glendale, Arizona
Hosted by Arizona VI
Info: (602) 883-3500

Blue Knights, California VI
Christmas Party & Officer Installment
Saturday, December 3, 2022
Embassy Suites, 4550 La Jolla Village Dr., San Diego

2023 Blue Knights Southwest Conference
Las Vegas, Nevada
May 7 - 11, 2023
Tuscany Suites and Casino
Hosted by Nevada I
Registration: <http://www.bknv1.vegas/swc2023.html>

2023 International Convention
July 16 – 21, 2023
Scranton, PA
Hosted by PA V
<http://www.bk12023international.com>