

RIDERS

Official magazine of the Blue Knights® Law Enforcement Motorcycle Club UK & Ireland Conference



NHS Ride of Thanks



Patterdale



US Cemetery



A Year on a Trike



www.blueknight.org

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Editor's Note

Welcome to our Summer Issue of the UKIC Knight Riders magazine. I hope you enjoyed the trip down memory lane last issue, with a few re-printed articles. Thankfully, this time around we have been out riding more, so I have articles about recent BK events.

Our UKIC Convention in the Lake District could not have been planned for a better date. After yet another period of almost complete lockdown, Boris relaxed the rules on the Monday before our weekend event. I love the Lakes, having spent a lot of time mountaineering there. So, my personal thanks go to England III and XVI for organizing a fantastic rally.



I am always grateful to everyone who takes the time to submit articles. Often, I have to collate information from Facebook posts, then pad it out with information I have researched myself. Occasionally, I am sent an article that is well researched and interesting to edit. In this issue, Spike Ray's article about England X's visit to the American Cemetery fits that category. Thank you Spike.

Of course, to keep Knight Riders interesting and varied, I am also pleased to receive articles of general motorcycling interest. In previous issues, England XIV's Pat Sturman has kept us entertained with reports of the many road tests he has done. This time, my thanks go to Max Jones, for telling us about the journey towards a trike, embarked upon due to failing health.

If you have an idea for an article, please let me know. You do not have to be an accomplished author, as I am happy to do an edit. But I need your ideas to keep your magazine interesting.

UKIC Chairman's address



As I write this, we have just had the results of the International Elections. There was no real change, other than Brendan Condon, officially becoming the

VP for both UKIC and the European Conference. Brendan will hold the position for two years, before it passes to a European candidate for the next two years.

The UKIC Committee are constantly striving for changes to make our Club feel truly international, rather than an offshoot of America. We are also pushing for improved financial management, so that we get better value for our money. We want a reduction in spending by the international top table. Travel expenses form a large part of the club's costs, and we are lobbying for a review. We also want to examine duplication in the remit of Board of Governors (BoG) and Board of Directors (BoD), since we can see savings in a reduction of bureaucracy in this area. Any savings at the top of the club could be passed onto members, possibly by returning the recruiting grant to at least its former level.

We also want to see a cohesive recruitment policy, with an objective to recruit younger members to ensure the future of the Blue Knights. Against a backdrop of rapidly falling membership in the US, our Conference continues to grow, as do the European Chapters. We ask: what is happening in North America? What are they doing about it?

It's a good thing that COVID restrictions are lessening, so it's easier to meet in groups and get out on our bikes. This is really what we are about. Despite the importance of the things I have discussed above, it is important not to dwell too much on club politics, as that would just destroy us. Our club is about helping us do what we do best, have a great time riding and meeting people.

A new member recently asked me if there was a new member's guide, explaining about buying patches, vests etc, and other useful information about club protocols. This is a valuable question, since other bike clubs use a probationary period to learn about the club and its members. We do not have a probationary period in the UKIC. In Belgium they do not allow members to wear patches until they have been a member for a year and been to one event or rally. I ask Chapters to consider if the Conference should produce a book of guidance, or should we leave it to individual Chapters?

Looking forward to next year, Ireland I are hosting the International Convention, and I ask you to support this event. It is a great honour for us and the best reward for Ireland 1's efforts is to have a big attendance from our own Conference. If you want to reduce the cost, you can consider camping or B&B etc. The dates are Sunday 26th June to Friday 1st July. Details are on the members section www.blueknightsukic.org.

Celtic Horizon have also organised bike tours during the week before. Take advantage of the occasion to visit the scenic coast of Ireland. Not to mention that the Craic will be awesome. The more that go the better the event. I thought of offering accommodation for those travelling from Europe to Ireland, if you are interested and you live on any of the routes from the continent through the UK to Ireland, then let me know.

Leonie our VP, has had articles published in several relevant publications, which continue to produce membership enquiries.

I ask you to use social media to publicise BK rides and events.

Neil Hallam continues to produce Knight Riders magazine and John Radcliffe is our Editor on Sword & Shield. Your pictures and write-ups of events and ride outs are always welcome. Send them in.

I implore you to wear your colours as much as possible, it's your identity, be proud of being a Blue Knight.

I hope you and yours are all keeping well, and thinking of our members who are not so well. Look after each other and continue to "Ride with pride"

Tom Elliott Chairman UKIC

UKIC Convention 2021 in Patterdale Neil Hallam, Editor



“The lakes don’t fill without a bit of rain.” That is what I used to say when my Scouts complained about our Lake District mountaineering trips. Don’t get me wrong, I have experienced some fantastic weather in Cumbria as well as the inevitable rain. Sadly, as the weekend of our 2021 UKIC Convention at the Patterdale Hotel approached, it looked like luck was against us with the weather. There is always a bright side to be found in any situation, and this being the very first post-lockdown weekend, we had a lot of catching up to do with friends. Elaine and I were among many who chose to come by car, but there were still a lot of bikes in the hotel carpark.

Masks, Track & Trace App, temperature checks and hand sanitiser are now commonplace, and the hotel staff were well prepared to host us within the ever changing regulations.

Saturday brought much improved weather and the bike riders set off on one of two organised rides. The shorter ride took in the highlights of this part of the National Park, crossing Kirkstone Pass and calling at Conistown Water for lunch. The longer ride went off towards the west coast, taking in a village called Millom, which has an unusual significance for me. I first visited Millom when I considered transferring to Cumbria Police. Doing my research, I learned that Millom is Cumbria’s punishment posting, miles from anywhere and a potential dead end for your career. A few years later I visited again for the Karrimor Mountain Marathon (KIMM), where I heard the phrase “there’s now’t good comes round Black Coomb.” This colourful phrase referred to the hill overlooking the village, around which only bad weather would appear.

Patterdale continued:

Without bikes, a small group of us headed onto Ullswater. A fleet of historic boats ply their trade up and down the lake for an hour long cruise in each direction. The former steamers were all built in the late 19th and early 20th centuries, these days converted from steam to diesel engines.

The Lake District is a fabulous place, with something for pretty much anyone. The area is most famous for its walking routes, with walkers ticking off the famous Wainwright summits. Cyclists were out in great numbers, as were canoeists and paddle boarders on the lakes. The Blue Knights were far from being the only motorcyclists on the areas winding roads, with a regular stream of bikes passing us all day.



Taking the easy way across one of the lakes

England XVI President, Walter Head said:

“England III and XVI thank all those who attended the UKIC Rally at The Patterdale Hotel. I am sure all agree that the staff were exceptional, and despite the rain on the Friday and Sunday it provided a well needed break for all. Thanks to you all, we raised £2000 for the four charities: COPS, Patterdale Mountain Rescue, St Cuthberts Hospice and NW Air Ambulance.”

UK COPS said: “A big thank you to the Blue Knights



Law Enforcement motorcycle club, who generously donated £500 to COPS. The Blue Knights recently held a rally in Cumbria, which included two nights at The Patterdale Hotel,

with a number of rides taking place over the weekend. It saw England III and XVI join forces for the first time, raising money for four charities, including COPS.” Survivor Libby Barnes, a member of Blue Knights Scotland II, said the event was a huge success. “Everyone who took part had a really good time,” she said. “We all loved it and it was for such a worthy cause.”



England III and XVI met to present £300 to the Patterdale Mountain Rescue in the lakes. One of the four charities we are donating money to from the UKIC rally. £2000 was eventually raised for the charities. (Mouse is the England 16 mascot)

American Cemetery and Memorial at Madingley Spike Ray England X



In June, England X visited the American Cemetery and Memorial at Madingley, near Cambridge. The cemetery is one of several American Battle Monuments Commission sites in Europe, and contains the remains of 3,811 war dead. The site covers 30.5 acres and was donated by the University of Cambridge. The pristine grounds are framed by woodland with views out onto the Cambridgeshire countryside. The site commemorates those who were part of the “friendly invasion” when US forces streamed into the UK in preparation for D-Day.

From the ABMC website: *The U.S. commitment to liberty and democracy brought more than 3 million Americans to the British Isles in World War II. Separated by a common language, we learned about each other. Relationships built then, remain strong in the 21st Century. Cambridge American Cemetery became a symbol of our nation’s sacrifice and a sacred meeting place to recall our mutual past.*

We have some keen military historians in the Chapter and Emrys, who has made extensive research into those commemorated there, was our guide for the day.

Our first stop was at the Walls of the Missing, where 5,127 names are recorded. Among them is Lt Joseph P Kennedy US Navy Reserve, older brother of John and Robert Kennedy. He was killed in August 1944, when his aircraft exploded in flight. In fact, he had volunteered for an extraordinarily dangerous top secret mission, known as Operation Aphrodite, which should have seen him bail out of a remotely guided bomber laden with high explosive. He was 29 years old and was undoubtedly destined for great things.

Also commemorated is Lt Col Leon R Vance, a US Army Air Corps bomber pilot. He was badly wounded whilst leading a bombing mission over France, when his aircraft was repeatedly hit, the pilot killed, and the crew wounded. Nevertheless, he completed the bombing run and, with engines failing, piloted his aircraft back to the English coast, where the crew bailed out. Believing there was still a wounded man on board, he ditched in the Channel and despite his injuries, which included an almost severed foot, he swam some distance before being rescued. His incredible story ended in tragic irony when the aircraft taking him home was lost in the cold waters of the Atlantic. He was awarded the Medal of Honor, the highest honour the US can bestow. We saw how the names of Medal of Honor recipients are lettered in gold.

American Cemetery: continued

Also commemorated is a certain Major Alton G Miller, US Army Air Force, better known as the band leader Glenn Miller. He played his last concert at Kings Cliffe, close to Madingley, in October 1944. His aircraft disappeared over the Channel in December 1944, en route to France, the cause of the loss is still unknown.



The panels, showing the names of the missing, stretch for some distance and are guarded by figures representing the Navy, Army, Air Force and Coastguard. Running the length of the walls is a reflection pool, with a view towards the flagstaff. At the other end is the chapel, which has wall displays depicting the various World War II campaigns, stained glass and mosaics. From the steps is a sweeping view of the grave markers, laid out in rows on the immaculate grass.

US policy is, where possible, to repatriate the fallen, but in some cases this cannot not happen. Sometimes there was no family, or the family requested their loved ones remain with their comrades.

Among the grave markers, Emrys pointed out Major John Joseph Seeley, a fighter ace in the First World War, who re-joined and served in Air Intelligence with 8th Fighter Command, responsible for providing fighter cover for the bombers. He was killed in a car accident in Oxfordshire.

There are a small number of civilians in the cemetery. One such is Dorothy Stretch who was officially working for the American Red Cross. However, she was a linguist, and it was rumoured that she had been arrested in Japan before the war and accused of being a spy. She died under mysterious circumstances, being pushed from an office window in London. Emrys is determined to solve the mystery when records are available again.

George Brightman was another civilian on war work. Originally an instructor in Geography at the University of Minnesota he was working for the Office of Strategic Studies (OSS) responsible amongst other things, for directing espionage behind enemy lines. The OSS was a predecessor to the CIA, and no doubt George was engaged on top secret and sensitive work. He drowned in the River Thames in September 1943.

We then stopped at the grave of PFC Robert Leaky 505th PIR, 82nd Airborne, who was to be part of the spearhead of the D-Day invasion force. He never got that chance, as he was on a transport aircraft waiting to take off from RAF Spanhoe, when a grenade exploded.



There are so many stories at the cemetery of extraordinary courage, and it was an opportunity to pay our respects and reflect on the sacrifices made. We finished the tour at the excellent new visitor's centre, which brings many more of the stories to life. The day was rounded off nicely with a meal nearby at a local café, that will certainly now be a regular stop.

If any of our BK brothers and sisters from across the pond are related to, or have information about their countrymen who rest at Madingley, then Emrys would be delighted to hear from them.

A Year on a Trike

Aneurin (Max) Jones, President Wales II



"I never thought I'd be a triker." Jeanette and I are both solo riders and had owned multiple bikes for years, toured Wales and foreign lands such as England, Scotland, France, Germany and, well, lots of places. Then I developed arthritis in my lower back and a problem with my ankle. Holding a bike up, wheeling it in or out of the garage, and changing gear, all became too difficult for safety, and I stopped riding for a couple of years.

Things improved and I got back on, but solo, as I could no longer hold the weight of a heavily loaded tourer. Jeanette would not let me ride pillion because I am a terrible pillion rider. We started touring by car and on the Isle of Man, we realised that it just was not the same in a car.

It was all Jeanette's fault. It started with "couldn't we have brought the Triumph America on a trailer?" When I did not like that idea, she suggested, "What about a trike?" We started looking at trikes on the Isle of Man and by the end of the Classic TT, Jeanette said "I want a Goldwing trike!" I know better than to argue with Jeanette.

A year on a trike: continued

We found a 2003 Goldwing and converted it to a trike, to see if we liked it. We did, so having given it a go we decided to upgrade our trike, and having no children and there being no pockets in a shroud, we spent a small fortune on a Goldwing DCT, that was then converted by AA Trikes using a CSC Encore trike kit.



It is a dream ride! With four different riding modes, producing four different levels of performance, you can ride a relaxing tourer or high performance sports motorcycle at the flick of a finger. I call the four modes, learner (125 very gentle), rain (350 gentle), normal (Goldwing touring), and sport (demented fireblade). I know a few people have found the DCT hard to ride in town. They say it jumps forward a lot, or snatches while waiting at traffic lights. Well, I say, "stop blipping the throttle then" and stop riding it everywhere in sport mode. Once you have learnt to ride it, using the correct mode, or changing gear yourself to anticipate the need, the DCT is incredible. I rode it as a solo home from the dealer, then to AA Trikes in Telford. A superb solo motorcycle with the protection of a Goldwing and the handling of a sports tourer.

Once converted to a trike our first long ride was to Scotland. To make it more interesting we went via Ireland. A short ferry ride from Wales, then a few days riding up through Ireland before taking another ferry to Scotland.

Ireland was wonderful (it always is) and for once, dry. In fact the only rain we saw was in Wales on route to the ferry. We aquaplaned at one point doing only 30mph, the rain was so heavy. I obviously should have been in learner mode.

The beauty of a trike is that I can sleep on the back while Jeanette rides. As we rode up through Ireland, we were followed by our friends Carl and Marie on their BMW sidecar outfit. Carl raced sidecars so is a better than average rider, but my satnav was better, so he followed us. Marie is not a rider, so Carl did all the work, occasionally lifting the sidecar wheel on left hand bends to see if Marie was still awake.

After several days, with Jeanette and I swapping seats regularly, I mentioned to Carl that Jeanette tended to ride quicker than me. "Considerably," he replied.

Not that I always ride slowly. In fact, the prototype/preproduction Avon Cobra Trike front tyre was tested on my previous 2003 Goldwing trike, and I had written a report after several weeks of riding the trike rather quickly, and trying to find the point at which the front tyre would slide in the wet. Every time it rained, I went out to try and slide the front. The only time it did slide was on a wet manhole cover, and you can't really fault that. When I had an Avon Cobra Trike tyre fitted to the DCT I tried again, with similar results.

Another advantage of the trike is that, on our visit to a distillery in Northern Ireland, I had to sample the product. I also had to drink the samples given to Jeanette because she doesn't drink whisky. I was in no fit state to ride, so Jeanette took over.

Taking a ferry with a trike is not like a solo. Sometimes they park us with the bikes and sometimes with the cars. Either way, there is less stress. Wet ferry decks hold no fear. We do not need straps or ropes, just leave it in gear with the handbrake on and wheel chocks. Trikes are well known for not having particularly good handbrakes, so I found a way to add a bit of security, using an anti-theft device that locks the front brake lever on the handlebars. If you do not want a lock, just use a Velcro strap to hold the brake lever on.

Thinking of brakes, there is an important difference between riding a solo and a trike, particularly a heavy full body trike like a Goldwing. On a solo your main brake is the front, but on a trike too much front brake can cause problems. In the past, when three wheel cars were more common, lots turned over while braking on bends, when a rear wheel would lift. Trikes are really no different. The heavy and wide rear tyres maintain better contact with the road than the slim front tyre. They therefore maintain much better grip, and allow the rear brakes to be used to greater effect. With 'linked brakes' be aware that the foot brake also operates the front brake to a limited degree.

A year on a trike: continued

The extra weight at the rear can, if the front brake is used like a solo, lift a rear wheel and turn over, much like the Trotter's old Reliant van.

But then braking on a solo is an art as well, so it is just a matter of adjusting your riding style.

In fact, other than the need to 'steer' the trike as opposed to 'counter steer' and lean a solo, there's not a lot of difference in 'feel'. On a straight road you could forget you are on a trike, if not for the wide back end in your mirrors. On bendy roads, your shoulders work a bit harder as you 'push' through the bends, but that's fun as well.

Although it seems obvious, remember NOT to put your feet down when you stop. After a great ride, it is easy to slip back into 'solo' mode and try to put your feet down. On a more 'basic' trike, people have been known to run over their own feet, so keep them up.

Back to touring.

Scotland was wonderful, as was the Isle of Man. We like to go over for the Classic TT in August or the Southern 100's in July. In 2019 it was the Classic and Jeanette wanted to ride the full TT circuit. It is not often we do that as there's a lot to see on the Isle, such as the bike museum in Kirk Michael. We do not stop there too often now, as they often have a few classic bikes, belonging to locals for sale, and a few years ago we saw a beautiful 1971 Triumph Daytona there. It was



easy to kick start even with my arthritis, so it is now in my garage. Jeanette does not trust me to stop at the museum now, I can't understand why!

Out on the TT course, with me riding pillion, Jeanette was not stopping for anything. She complained about the new speed limits in some places, then about a couple of solos that pulled out in front of us, then about a solo that passed us on the way into Ramsey.

Riding through Ramsey, the solo ahead of us got into the wrong lane, so Jeanette passed him, and was leading a line of solo's as we approached the hairpin leading onto the mountain road. If you know the circuit, you will know there is a layby on the bend where Police wait for the inevitable call to an accident on the mountain.

Now, I was watching a film of the sidecar TT from last year on TV the other night, and I swear Jeanette took that hairpin quicker than the racing sidecars. Drifting the back end, she even managed to stay on her own side of the road and accelerated up the mountain, losing the solos. In fact the only bike that caught us was a Police bike, and he was on 'blue's and two's' so doesn't count.

I really thought he was coming after us, but he passed us and we saw him further up the mountain dealing with a broken down car. Moving off from the obstruction, Jeanette again lost the solos and nothing overtook us for the whole run over the mountain. There were obviously no lunatics about at that particular time as, even with Jeanette's enthusiastic riding, a trike is still a trike, and no match for a well ridden sports bike.

Although our Ireland, Scotland and Isle of Man trips were mainly dry, our trip to Germany was not. The ferry we took from Ramsgate to Ostend was interesting. A night crossing, the ship stopped in the middle of the crossing because of a fire on board. When the PA is calling the fire crew to duty (on our floor) and the lights don't work, it can be a bit disturbing to a good night's rest. Still, all was well in the end.

Riding on the wrong side of the road is not a problem on a bike, as you can still get the view you need. A trike is no different, as you sit in the middle of the vehicle, unlike a sidecar outfit, where you sit to one side. In fact, the trike has another advantage over a sidecar, as it tracks straight. Riding a sidecar is a world away from riding a trike. For example, I can accelerate on a right hand bend without fear of the machine trying to pull to the left. I can reduce throttle and speed on a left hand bend without fear of being twisted to the right into oncoming traffic. These things, good view and stability, together with not having to put my feet down, make riding on the continent so much easier than a car, or a bike. Perhaps the main advantage of a trike, is the confidence I get from knowing I don't have to put my feet down and risk an arthritis induced spasm in my back that could, and has at times, caused me to scream and fall to the ground. If you have, due to age, injury or disability, lost the ability to ride a solo with complete confidence, consider the relaxation you could enjoy on a trike.

England XVIII (Devon) take on the 24 hour challenge



At 6pm on Saturday 26th June 2021, ten members of England XVIII and two members from England XIV, began their 24-hour challenge from Whiddon Down, Devon. The weather was good; dry and not too cold for the first few riders. However, as the early hours arrived, so did the rain. But our dedicated riders carried on, each completing a two hour scenic ride through the beautiful Devon countryside no matter what the weather threw at them. The last riders had the worst of the weather, and 24 hours later Nick B and his Harley Davidson finished the ride, coming home soaked to the skin.

All 12 riders had paid to enter the challenge and earned their 24-hour Challenge patch. Our members and visitors were encouraged to come along to cheer on the team and donate to our nominated charity, Devon Family Resource. Money raised by the riders was added to with donations made by England XVIII and The Exeter Insurance Company.

Well done to all riders: Johnny, Lisa, Rob, Taff, Rich, Mark, Wayne, Nic, Muddy, Andy, Paul and Nick. Special thanks go to Paul Barratt for arranging the ride, and to Taff Greening & Black Dog Transport for sponsoring the event and providing tea, coffee and much needed shelter.



NC500 in One Day Mark Robinson, England XIV



Two weeks after my successfully completed ride, the giant cheque arrived and I met up with the NERVS (North East Rider Volunteers) Chairman Dale Walker, to hand over the £1,022.40 in donations raised for completing the 516 mile NC500 in only 12 hours 45 minutes.

I'm sure the money will be very well spent keeping their vehicles roadworthy and safe for us volunteers to use.

I would like to thank Phoebe of MAXXIS tyres for providing me with a pair of their ST tyres which performed brilliantly. If you add on the two hour ride to Inverness and the ride home, my mate Goody (aka Brett Bonas) and I rode 698 miles in under 17 hours. Both bikes were fitted with identical tyres, and we thoroughly recommend them.

A big thanks to my M.D. at Leiths (Scotland) Ltd who agreed to pay my hotel for the night before the event and cover the cost of my fuel. It's gestures like this that help the planning of events like this to happen.

A huge thanks to Goody, who "just fancied coming along for the ride." It was great to share a ride like this with someone I trust on a bike.

My sincere thanks to you, my friends and family who year on year, whether I'm being sponsored for endurance motorcycling, walking or cycling, still support me with enthusiasm, putting a few quid in the pot.

Finally, to my long suffering team at home, Liz Robinson Lexi Robinson and Sophie Robinson being behind me, knowing that whatever short notice stuff I come up with, you still support me, even close to the event when my impatience is as clear as day as all I need is to get cracking.

NHS Ride of Thanks Dave Freeman, England XI



On Sunday 4th July 2021 England XI was proud to be part of a convoy of bikers as they travelled across Staffordshire to say a big thank you to the NHS.

The 'NHS Ride of Thanks' was the idea of Cornwall biker Dave Colton, but it has quickly spread across the country.

Given that many Staffordshire motorbike charity events had been unable to go ahead due to the pandemic this was the first time in over a year that many bikers have collectively come together for a good cause.

Over 360 riders set off from Stoke City FC Stadium for the 11 mile journey that passed the Royal Stoke University Hospital and the County Hospital in Stafford before arriving at Stafford Rugby Club.

Each rider paid £5 to get involved, and on the day over £2000 was raised, which was split equally between University Hospital North Midlands Charity, Cheshire and Shropshire Blood Bikers and DocBike.

NHS Ride of Thanks: continued



Biker and Teacher, Steve Edwards who organised the event said

"The purpose of the ride was to show our thanks and have this huge show of support. The NHS has always been close to bikers' hearts as we have visited them quite a lot! We thought it was a great opportunity to raise some funds for charity and had a think about what was close to bikers' hearts in Staffordshire, as well as the NHS of course. We chose DocBike, also known locally as Luke's Legacy, which is all about getting that DocBike on the road first at RTA's, in coordination with West Midlands Air Ambulance."



News at Nine Steve Bolton, England IX



Hi, Stevie B here, bringing you up to speed with what we have been up to and are planning. We had just got going last year, then whoosh! Back into lockdown again, and all its limits and restrictions again.

Early in the New Year we had some changes to the Chapter Committee. Dave Hall, our long-standing Treasurer finally realised his dream and moved over to Brittany. Chris Pulfrey, our equally long-standing Secretary decided it was time for some change and stood down from his role, though remains as our Quarter Master. Our thanks go to them both for their long and outstanding contribution to England IX and the Blue Knights. Paul Edwards (Chunks) has taken over the Treasurer role and I have taken over as Secretary, for now at least, until we can have an AGM and formalise things properly.

Our Monthly rides (first Wednesday) got underway in May, when I led a ride up to Whitby and back. Ten riders came on this one. We enjoyed mostly great weather, with sunshine and blue skies, until we were hit by a snowstorm at the Hole of Horcum! You can't beat the British Summer.

Mick Jubb, our Ride Captain, returned to lead our June ride over to Donna Nook on the Lincolnshire coastline, which was again well attended and thoroughly enjoyed.

In July so far, we have had a day ride up to Manor Farm Café at Leyburn, via Skipton, Kettlewell, Buckden and over Fleet Moss and Hawes. Fourteen bikes on this one, and despite a drizzly start it turned into a glorious day, once we were north of Halifax.

We've got destinations planned to take us through the summer months, and autumn might see us visit the Triumph Factory & Museum in Hinckley and maybe a Chapter visit to the NEC Live, assuming it returns. I will let you know about both these potential visits, any of you would be welcome to join us.



Our winter & early spring evening social meets had to be cancelled due to the bug, but we've had some evening rides when the daylight and weather improved and lockdown eased.

We kicked off with a quick squirt up the good old A614 to Bridlington in May for some chips and a natter. Nine riders joined us that night, including one Red Knight. It was the first English BK event for returning member Nev Duke, and the first Blue Knight Event for potential new member Mick Bowden, who completed his application forms the following day. We sold five items of Chapter clothing too.

In late June we had another evening saunter, setting out from Castleford and taking in back roads around Selby before returning to the Redbeck Café near Wakefield. There were 20 bikes, with some potential new members coming along. Four have applied to join so far; welcome to Paul Denton, Paul Swift, Steve Robinson and Phil Ounsley.

Whilst at Redbeck, Glenn Herbert, our Chapter President, took the opportunity to present Long Service Awards to Paul Edwards, Nev Smith & Pete Foster, who have between them clocked up 65 years membership. Well done.

In late July we are meeting up with friends from England VI at the Greendale Oak in Cuckney, Mansfield (Wed 28th July @ 19:30) and plans are afoot to meet up with our other friends in England V (tba) in August.

Looking ahead, Chris Pulfrey is putting together a 'Rider Improvement' Day for members at the Niagara Social Club at Hillsborough. There is lots of interest so far, but it is a work in progress.

We had planned to make a return to Moffatt in late April 2021, following the success of last September's three-day Event. However, you guessed it, Covid scuppered that one too.

Undeterred, we are going full steam ahead for a three night break up there on 27/28/29 September 2021.

News at 9: continued

As I write this, I have 56 attending, including nine of our French & Belgian members. Laulo will get the long-distance award, travelling from Nice, bless him.

I am pleased to say that it will be a multi-chapter event, made up of England IX members and potential members, some England II & VI, as well as our European friends. If anyone else wants 'in' please get in touch, you would be more than welcome.

We made £500 for the Sheffield Children's Hospital last time and are hoping to better that in September. This time, however, we will be raising money for the Yorkshire Air Ambulance. Our support for this worthy cause came about when a good friend of ours, Bill Jackson, was due to re-attend in April was fatally injured whilst riding across Strines Moor in rural south Sheffield in March. He was hit in the face by a grouse flying out of the heather. The Yorkshire Air Ambulance attended him, but despite their best efforts, Bill did not survive and died at the scene. We provided a sizeable escort to Bill's funeral, and Chris Pulfrey & I have managed to sell his two project vintage scramble bikes and some machinery, for which the family are grateful – Blue Knights doing what they do.

On the theme of fundraising for worthy causes, Chris Pulfrey and his team at RCK Motorcycles have been restoring a Yamaha Diversion, which will shortly be sold with the profits going to the Sheffield Children's Hospital. Chris will put pen to paper for a story about this project in the next issue of Knight Rider. Once the bike has been sold, we will present the Hospital with the cash raised from that, along with the Moffat effort.

Lastly, our Winter 'Headquarters', the Hillsborough Hotel is changing use and being converted into flats. So, we will be on the move. The only constant thing in this world is change. Where did I first hear that? You guessed - the Police Force.

Stay safe, Ride with Pride!

StevieB



England III – out for a ride, making a donation to St Cuthberts Hospice in Durham and formally welcoming new member Andy.



Wales I ride out

Wales I rode on great roads from Abergavenny to Meg's Cafe at Shobdon Airfield, a great place to visit, with good food and awarm friendly welcome.



Scotland II go international, while staying at home

Scotland II were able to hold their first face-to-face meeting for some time. The meeting had an international flavour with Doug Marshall and Sandra Marshall from Hungary III joining us in the sunshine.

After the meeting Ewan Skinner led the ride through the ups and downs of Perthshire and Fife, proving you do not need to go all the way to the highlands to have tight steep hairpins, single track roads and masses of gravel down the middle of the carriageway.



Ireland I Ride North

34 bikes from Ireland I rode north for the weekend. staying in Portaferry and Ballina in County Mayo
They even had a spin around Bishopscourt Racetrack



Collector's Plates: raising funds for The Royal British Legion



England VI member Andy Howard is a committed fundraiser for the RBL. He organises a monthly Veterans Breakfast in the Derbyshire town of Bakewell, is a regular volunteer in the Bakewell “Poppy Shop” and will get involved with anything of benefit to our veterans.

A large collection of RAF commemorative plates recently went up for sale, and a local Councillor bought them, for the RBL to sell on.

Andy has about 100 brand new plates, all in boxes with a certificate and limited edition number.

There are many plates to choose from, including: D-Day, Dambusters, etc

They are £10 each (Plus £4 per plate postage if required)

Contact Andy Howard at andyhhoward@hotmail.com



Ed Gallant Memorial Scholarship

By Gary Pierce WA II, Scholarship Committee Chairman, Past International President

Following the death of our Founder Ed Gallant, his estate is offering a special scholarship to Blue Knight members only. After all the obligations were taken care of, his widow, Maggie, wanted to give something back to the membership for all the support she and Ed received while he was so ill, so the Ed Gallant Memorial Scholarship was initiated.

Ed Gallant was a founding father who was always active with the Blue Knights. Ed wanted to help members achieve the highest education level possible and to that end left a memorial educational fund.

This scholarship will be awarded to any individual Blue Knight who is enrolled in or accepted for a masters or doctorate program. The Blue Knight must be current on his or her membership in the Blue Knights. The applications will be judged by the current Scholarship committee.

Blank applications will be made available on the International web page and must be postmarked and returned to the Scholarship Committee no later than the date specified on the application. Once the application date has passed, the committee chairman shall contact the other committee members and begin the selection process.

The application will be basically what we have now for the annual scholarship draw. The exception here is there will be only one \$1,000 award per year. Criteria to be considered during the selection process shall include the following:

1. Completed application received by deadline including required signatures.
2. All blanks of the application must be filled out (no exceptions).
3. The applicants School and Student ID# are also a requirement.
4. To assist the membership, once this scholarship has been awarded to an applicant, that applicant is no longer eligible for future the Ed Gallant memorial scholarship. Any application containing false information will be disqualified.

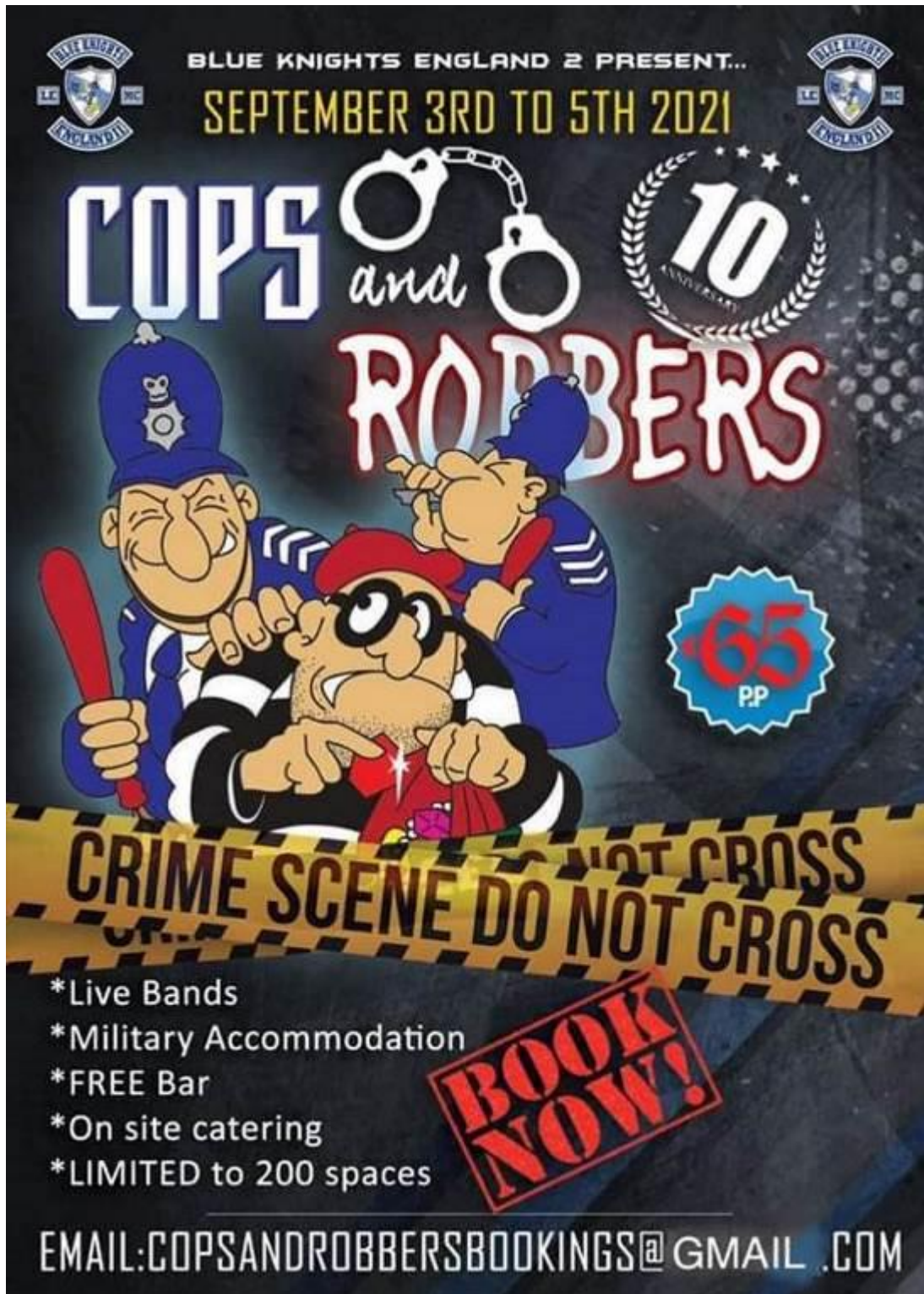
Deadline for this year's applications to the International Office is September 15th.

We encourage any Blue Knight who is eligible to apply.



Events Section

September 2021



BLUE KNIGHTS ENGLAND 2 PRESENT...

SEPTEMBER 3RD TO 5TH 2021

COPS and ROBBERS

10th ANNIVERSARY

65 PP

CRIME SCENE DO NOT CROSS

- *Live Bands
- *Military Accommodation
- *FREE Bar
- *On site catering
- *LIMITED to 200 spaces

BOOK NOW!

EMAIL: COPSANDROBBERSBOOKINGS@GMAIL.COM



BLUE KNIGHTS ENGLAND XVIII DEVON CHAPTER

ARE PROUD TO PRESENT THEIR 4TH ANNUAL
XMAS PARTY WEEKEND.

FRIDAY 26TH NOVEMBER – SUNDAY 28TH NOVEMBER 2021

Come and have a weekend away on the "English Riviera"

Lets Get over the Covid Blues

Once again, we are holding our event at the Carlton hotel, which is one of four hotels, all interconnected. 2019's event was such a success, the club decided once again to return to this venue after last year's forced cancellation, and welcome our Brother and Sister Knights and Family's to come and join us for the weekend. Set at the heart of the English Riviera in Torquay and just a 5-minute walk to the seafront, or 15-minute walk to the main shopping and eating areas of Torquay. Other popular towns and cities are easily accessible.

[English Riviera](#)
[All about Torquay](#)
[All about Devon](#)

Your accommodation is in the Carlton hotel, but you can make use of **ALL** the facilities throughout the TLH Resort. This includes ten pin bowling, games area, Spa treatments, Aztec Swimming pool and sauna & Gym, plus there is entertainment in the Starlight lounge nightly, and with 6 bars and various eateries to keep you occupied, you will want for nothing

******15% discount offered for all Spa Treatments booked PRIOR TO ARRIVAL*****

Torbay Leisure Hotel Group Info

Saturday evening will see us eating in the Riviera lounge overlooking the bay. You will be greeted on arrival with mulled wine. There will be our charity raffle and auction, which in 2019 raised over £700!!

****Each guest to donate 1 prize for the raffle please and dress code on Saturday night is FORMAL****

Prices and booking as follows:

Only **£54** per person per night, (based on 2 sharing). This is for bed, Buffet English breakfast or continental breakfast, (or both!!) and 3 course Evening meals both nights!!!

Sea view accommodation please add £6 per person per night.

Single accommodation £6 per person per night supplement. Double, single or twin rooms available, please state when booking. **Any accessibility requirements, or food allergies**, please inform me at time of booking so as I can let the Hotel know when securing your room.

A **£25 per person** deposit is required when booking please, balance to be paid in **September 2021**. Once I've received contact from you with your room request, I will reply with BACS transfer number, or address for cheque to be sent.

Arrival Friday 26/11/2020 AT ANY TIME YOU LIKE!!!

Book yourselves in, say you're with the Blue Knights Party, and then enjoy the facilities on offer to you throughout the TLH resort, however, your rooms will not be available until 1500hrs

Leaving Sunday 28/11/2020....Rooms to be vacated by 1100hrs

Please contact me by email, Johnny "Oneball" Rolfe (President BKXVIII), on presbkeng18@aol.com



**Blue Knights LEMC
England XIV**

Walton Park Hotel in Clevedon
Friday 22nd to Sunday
24th April 2022



**St George's
WEEKEND RALLY 2022**

The price for the weekend (bed, breakfast and evening meal for two nights) will be £150 per person (£10 per person per night single room supplement applies, so £170). The gala dinner only (four courses), will be £50 per person, and the special rate for extra nights will be £62.50 per person (£72.50 for single), per night, which includes Dinner, Bed and Breakfast.

This is our main charity fundraiser of the year. 2019's event was highly successful and raised £400 for Freewheelers, and £400 for UK COPS.

Dress Code: Black Tie (for Gala dinner)

Book on line at: www.bkengland14.org.uk

Non-refundable deposit of £100 per booking (£50 single)

£50
Gala dinner only

£150
2 nights + meal

£62.50
Extra Night

£10
Single room supplement

Due to the unfortunate previous cancellations, we have now rebooked this fabulous venue for 2022. We have secured all rooms in the hotel and are hoping for a fantastic and long-awaited weekend event. We would love to see as many of you as possible after such a long lock down. Half of the rooms have been already booked, so early booking is advised.



Ireland I had to postpone the International Convention due to Covid-9 restrictions. The Rally will now take place from **26th June 2022**. Please take this opportunity to strongly consider your attendance. It is a great honour for us to hold this event in Ireland. A lot of hard work has gone into this, and we should support their efforts.



BLUE KNIGHTS SCOTLAND 1 20th Anniversary Rally



Join Us!

2 - 4 September 2022
£140 per person for weekend

- Accommodation
- Ride Outs
- Local Tourism
- Evening Entertainment

**Cameron Barracks
Inverness, Scotland**
Bookings from 1 September 2021



For more information email:
rally2022@bks1.org
www.bks1.org

The Robin Hood Rally 2023

UK & Ireland Convention Rally

September 8th to 10th 2023



England VI last ran their popular Eastwood Rally in 2009. They would like to welcome Blue Knights back to Nottinghamshire's stunning 4* Eastwood Hall Hotel.



Operating as a wedding and conference venue, Eastwood Hall offers us fantastic facilities for conducting the weekend's Convention business



Eastwood is in the centre of England, within easy access of the M1 (j 26 & J27)

The Rally package will include

- Friday and Saturday night accommodation
- Breakfast on Saturday & Sunday
- Friday evening informal Dinner
- Saturday evening gala dinner
- Live entertainment on Saturday evening
- A Rally Patch
- Saturday guided ride outs

Costs expected to be

£160 per person (2 people sharing)
£230 per person (single occupancy)

On the Bikes

Within easy reach of Derbyshire's Peak District, Eastwood offers rides into stunning countryside. We will offer guided rides on Saturday. On Sunday morning, you could visit the regions biker capital, at the Victorian Spa Town of Matlock Bath

Off the Bikes

Eastwood is the birthplace of author DH Lawrence. His birthplace museum is a short walk from our hotel. Also close by are the Cromford and Nottingham Canals, with walks to take in our area's industrial heritage.