

RIDERS

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



Dianne Heydon – 4th November 1960 to 5th June 2018



Rome



Gone to the Dogs



Doing the Dales



www.blueknight.org

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UKIC Chairman's address



This years biking season is well underway and I have been to many events,

I thouht about a typical week of mine. The week started by me winning a free breakfast in a photo competition run by a Derbyshire café, The Yonderman Café on the road from Buxton to Chesterfield. A few of us from England XI and VI meet there about once a month. This involved including

a copy of their sticker in a suitable location or pose. An idea for a BK mag competition perhaps.

The following weekend was the Crich Tramway Vintage Motorcycle Show. At the event I saw Bill Hedley from England V and his 1949 Vincent that he rode there from his home near Warrington that morning. Our editor was also there with his book stall. Other BK's also went.

My week finished with the funeral of Diane Heydon. As I'm sure you're aware she sadly passed away in a motorcycle accident in Spain. On behalf of us all I offered my most sincere condolences. There is a hole in our organisation that will never be filled. As I attended this years Law Ride I remembered those of our members who we have lost .

How much Bike stuff fills your week? You could write about it and send Neil your story.

Good news is that Ireland 1 are to hold the International Meeting in 2020. They are to be congratulated in putting together a successful bid. This gives us plenty of time to organise our attendance at this event.

The UKIC meeting is in Scotland at the End of August and hopefully will be well attended, followed shortly by Cops & Robbers which is a sell out.

Different Chapters organise all sorts of events and depend on your support. I was told the other day that our communication was lacking and not in real time as it should be. Other members tell me the same thing but aren't on facebook. I intend to review our communication methods to keep you all better informed.

Stay safe

Tom Elliot Chairman UKIC

Editor's Note



In the last few weeks, I finished about five years of work on my History of English Biker Culture. I have reproduced one of the chapters in this issue of Knight Riders for you. The chapter is called The Extra C and discusses how different types of Motorcycle Clubs use the different acronyms

of MC and MCC. It stems from the 1% Back Patch Clubs wanting to set themselves apart from other clubs and keeping MC exclusively for use by the Back Patch Motorcycle Clubs. MCC was adopted by Clubs with a much looser membership structure than the MC Clubs.

During my project I looked at how our culture was born, with WWII servicemen returning to America and trying to hang onto both the adrenaline and sense of brotherhood that the war gave them.

Somewhere along the line, criminality became intrinsically entwined into the MCs. Clearly that entrenched criminality made the MC life incompatible with the careers of the former servicemen who went into Law Enforcement.

This is what prompted our Founding Fathers to join together as Blue Knights. They adopted the designation LE MC, meaning Law Enforcement Motorcycle Club. The fact that we are not a LE MCC, suggests to me that, with the obvious absence of violence and criminality, we should share many qualities of the MC Clubs.

At the top of the MCs desirable qualities are an overwhelming love of biking and a very close sense of brotherhood among our members.

In close to ten years within the Blue Knights I have met many people, who have wholeheartedly adopted these two qualities. Sadly, I have also met others who have not embraced the brotherhood aspect quite so closely, or for whom their bike is a fairly minor distraction in their list of interests.

You might have picked up an apparent increase in hostility towards our club in recent social media. I cannot help but think that the wider biking community does not really understand us. We will never win over the 1%ers, but a return to grudging acceptance is a realistic aim. For this to happen, I think we need to be much more visible at open biking events, to gain more exposure to the public. We need to be out on our bikes much more often, attending open events and occasionally hosting events open to all bikers.

There will be some events where the wearing of our three part patch is not sensible, but we should always be visible in: T shirts, hoodies or the tin wolf vests.

We also need to be attracting a much broader range of members. The vast majority of our members are retired; many of the rest (myself included) are close to retirement. Where younger law enforcement bikers want to take up the LEMC lifestyle, they are becoming increasingly attracted to some of the smaller LEMCs. I would like to see this trend slowed down as we need the next generation to ensure the Blue Knights' future. We can only do this by being more relevant to a broader range of people.

I encourage Chapters to think about a range of different activities and different options within the same event. For example, most of our older members do not like to camp anymore, but the younger members, possibly with families, cannot afford hotels. Staging a rally where there is both a hotel and camping satisfies both ends of the disposable income scale.

It is time to have a long hard think about how we operate as a club, how we can attract and keep a broad range of members and how we can maintain a strong, positive profile to those outside of our club.

“What did the Romans ever do for us?” (with apologies to Monty Python.)

They gave us the European Convention 2018; by Neil Hallam - Editor



It was the turn of Italy IV to host this year's European Convention. Since Europe's 2014 hosting of the international Convention in Austria, the annual get together of the European Chapters has become a much more international affair.

We had the regular stalwart, George Krug, from Ontario. George was so impressed with our European parties, that he now keeps a motorcycle in Germany. There were a great many other American and Canadian Chapters present too, presenting opportunities for members from both sides of the Atlantic to meet each other.

Many of us took the opportunity to extend our stay. I arrived on Monday, along with a big German contingent. More Chapters arrived on Tuesday and Wednesday, with the event not formally starting until Thursday evening.

Our international President, DJ Alvarez traveled with his wife Sue and 16 year old son Aiden. I have watched Aiden grow over the many years he has been traveling with his dad; I hope he has now finished growing, as he is now a very tall lad. Both Aiden and his sister intend taking their bike licences this summer, it is great to see them promoting the family values of our club.

Rome continued

Camping Fabulous did a great job of looking after us. The holiday park location gave us a huge range of accommodation to suit all of our budgets, from quite luxurious chalets, all the way down to camping or motor home pitches.

I think the Italian body clock must work a little differently to mine, as the bands did not come on stage until after 10 pm. I am told they were all excellent, but sadly I slept through them.

I was still awake for Saturday night's Miss WWII competition. The ladies had done a fantastic job of dressing in the style of the wartime years.

I cannot think of too many countries that would have the confidence to hold a completely open air event.

We ate outside on long tables, the bar was outside and the stage was open to the elements. We had a couple of overnight storms, but the evening weather remained warm enough for a T shirt and vest.



It was nice to see a Trade Village too. This is very common at British Bike Rallies, but something I have not seen at a Blue Knight event.

There were: T shirts, jewellery, tattoos, crepes, leather goods and bike valeting to be bought on the walk to and from the event arena.

Friday brought my first experience of riding in Rome, something I hope never to repeat. I have ridden through most of England's big cities through my work and although I'm not a city fan, I usually feel fairly confident. Rome was a different matter; I am amazed that we did not witness an accident every few meters. The drivers adopt a; charge for a space and expect people to avoid you, attitude. I even saw a few cars trying to filter between lanes, like a motorcycle. I am not sure if it is skill or recklessness that drives the scooter riders on. Clad in their protective; shorts, T shirts and sandals, they cut through traffic in a way I would not dare to.



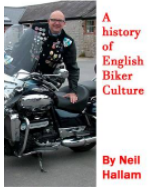
Elaine and I did not need to leave the site until Sunday evening. So, although goodbyes are often sad, we waved our friends off, knowing we will have many more opportunities to meet up through the ever growing Blue Knight calendar.

The extra C: MC or MCC.

They sound the same, but mean very different things in the biker world.

An extract from Neil Hallam's book: Mofos; a history of English biker culture

MOFOS



Throughout most of my book, I discuss the outlaw, or 1% clubs, but our biker subculture is much bigger than these clubs, 99% bigger is suggested by their own designation. This other 99% includes many “motorcyclists” who do not class themselves as bikers and do not really fall into what you could describe as “biker culture.” These are the commuters and occasional riders, who although they ride a motorcycle, the bike does not form a major part of their lifestyle.

In between this group of occasional motorcyclists and the 1%ers is a group of bikers whose lifestyle is very closely linked to their bikes and the biker culture. These are what Australian biker academic Arthur Veno termed the “10% Clubs.” These bikers live a similar culture to the 1%ers, but without the extreme violence or organised crime. They are the bikers who spend most weekends camped in a Rally field with other bikers. They are the bikers who turn out en mass to ride for charity, or in remembrance. Aside from my brief spell as a Rocker, with the short lived Rebel Riders, it was one of these 10% clubs that gave me my first real introduction to biker culture.

The extra C, continued

When I left school and bought my first motorcycle in 1980, Heavy Rock was having something of a resurgence. Despite still favouring Rockabilly, I gravitated to Mansfield's most popular Heavy Rock venue at the time, the Masons Arms, as this was where the bikers gathered.



The Notts Outlaws had recently morphed into the Ashfield Mofos and along with their North Lincolnshire Chapter, very much had the 1% part of our area sewn up. With no real clubhouse at the time, they too frequented the Masons. I was on friendly terms with many of the Mofos, but it was another group with whom I had more in common.

A small group of scruffy looking bikers always sat in the same corner of the Masons, until at some point in the evening; they left en masse, only to return for last orders. I wondered where they disappeared to and I also wondered what the patch they all wore on their sleeves meant. The circular patch read SMMCC, which I would later learn stood for Shoulder of Mutton Motor Cycle Club.

The Shoulder of Mutton is a country pub, just over the border in Derbyshire, where the SMMCC were founded and they used as an informal clubhouse. That explained the SM, but what about MCC? I had only seen MC used as an abbreviation for Motorcycle Club before.

The abbreviations MC and MCC both stand for "motorcycle club" but have a special meaning from the point of view of the 1%er subculture. MC is generally reserved for those clubs that are mutually recognised by other MC or outlaw motorcycle clubs. This is indicated by wearing an MC cube patch, with the three piece patch called colours, on the back of their vest.

Outside of the outlaw motorcyclist subculture, the words "motorcycle club" carry no meaning beyond the everyday English definition of the words; a club involving motorcycles. Thus, there are clubs that are culturally and behaviourally nothing like 1% clubs, and whose activities and goals are not similar to them at all. In Britain such motorcycle clubs have adopted the abbreviation MCC to differentiate themselves from the outlaw clubs.

Just as suggested by the 1% tag, the majority (99%) of organised bikers belong to MCCs – Motor Cycle Clubs – and wear their patches on the front or side of their jackets. In the 1980s and 1990s when I was in my prime, patches were worn on the sleeve. Today, as leather vests are more fashionable, MCC patches are usually worn low on the front of a vest.

Joining an MCC is often quite easy and requires little in the way of ongoing commitment. Patches are available for purchase by anyone who turns up to a Rally or meeting and the main goal of the club is to enhance the social life of its members.

The extra C, continued

At the other end of the scale are the MCs – Motorcycle Clubs. The absence of that one letter makes a world of difference. An MC is about more than brotherhood, more than camaraderie; it is less a club, more a way of life. MC patches cannot be bought, only earned, a process that can take many years. To be accepted by an MC you have to be prepared to give up everything and anything and make the good of the club your number one priority.

It is impossible to overstate the importance of a set of patches to an MC member. They are his most prized possession and the loss of them under almost any circumstances is an unbearable disgrace. Patches are absolutely sacred and it is no exaggeration to say that MC members consider them worth fighting for and, if necessary, dying for.

With painfully few exceptions no new MC will ever wear a bottom rocker laying claim to an occupied area unless they are prepared to declare outright war on the current incumbents.



The 1% MC gangs not only control their territory but also, to some or other degree, oversee the activities of all other biker clubs within their area. Nothing happens without their say so and any potential threat to their superiority, no matter how small, is dealt with harshly.

I first experienced this in 1982 riding through Sutton in Ashfield on my Kawasaki 440 LTD. A Mofos probationer parked next to me at traffic lights, riding a Yamaha 750 Virago, as this was before HA insisted they ride only Harleys. It was summer and I wore a Shoulder of Mutton MCC T-shirt without a jacket. This had the club logo of a stylised SM, with a set of cow horns and SMMCC as a top rocker. Despite there being no bottom rocker claiming territory, the Mofo snarled at me “what’s that fucker?” It took only a mention that Andy Fender, his

Sergeant at Arms, knew about our club and supported us to placate him.

The extra C, continued

We then enjoyed a brief conversation about his Virago, which we continued when he visited The Shoulder of Mutton pub a few days later. Such is the power that the Sergeant at Arms carries within a 1% club.



Any new club starting to wear a three part patch and describe themselves as an MC will soon be intercepted by the massed ranks of whichever MC club is dominant in their area. If they are very lucky and show sufficient class, that is, if they feel the new club can drink, party and fight with the best of them, they will invite them to a meeting at the clubhouse, explain the error of their ways, request that they stop wearing their patches. Or, if they are suitably impressed, they might charge a hefty weekly fee in return for permission to wear an altered version and then lay out the rules for future conduct.

Far more likely, however, is that members of the new club will be beaten to a pulp and have their patches and possibly even bikes confiscated. They will be told in no uncertain terms that their little club no longer exists. Their patches will be burned and their bikes stripped down for spares or resold.

This scenario becomes even more certain if the dominant club in your area is one of the big international gangs: the Hell's Angels or the Outlaws, or if you attempt to use a 'protected' colour combination: red on white for the Angels, or black on white for the Outlaws. Copying the designs of one of the big gangs would bring even more trouble; both are trademarked and protected by international copyright law.

The issue of showing appropriate respect to an MC applies even when it is crystal clear that the other club is in no way any kind of a threat. In the UK the Brothers of the Third Wheel (BTW) go to great pains to point out that they are an association, not a club, for trike riders. They have many female members, revel in a family atmosphere and have never been involved in any form of conflict. Following careful negotiations, their members are allowed to wear a symbol on their backs because the 1% clubs have designated it a badge, not a patch. Despite this the Hell's Angels have forbidden BTW members from wearing their badges anywhere in Kent.

Such rules exist because an MC has to be seen to be the dominant club in the area it controls and the best way to do this is to ensure that no other club ever wears their colours there without permission.

So it was that in 1982 I properly entered the biker subculture. I had spent a year on my cruiser styled 50cc bike, followed by a year on a 100cc and a 250cc. I had even been part of a small club, the Rebel Riders, but none of this had taken me far out of Mansfield, or far into the world of the bikers.

The extra C, continued

Just like me, the MCC members all had jobs to fund their motorcycling, but practically every waking hour outside of work was dedicated to being a biker. For some reason, I never picked up a nickname, but like their MC counterparts, the SMMCC members all had nicknames. The two who would become my closest of friends were John “Tommy” Tomiczec and “Tatty” Tim Smith.

With my new friends, I discovered that their nightly disappearances were simply for a ride out. We would pick a pub on the outer reaches of the county and ride out there for a drink, before returning to the Masons Arms for last orders. The route for the ride out was usually an interesting rural journey, partly for a more enjoyable ride, but also as some of the members had removed L plates from their bikes to carry their girlfriends as pillion.



During my years with SMMCC I would travel far and wide. Thursday evenings would be spent loading my bike, ready to leave straight from work on Friday to another MCC's Rally. Weekday evenings would be spent either at the Shoulder of Mutton, or the Masons Arms. Throughout all this, we enjoyed a much closer relationship with the Mofos than we did after their patch over as Hell's Angels. The Mofos had no official clubhouse of their own and in fact worked as bouncers at the Shoulder of Mutton when the owners had live bands performing.

Today there are fewer youngsters entering what I know of as the MCC world. Bike Rallies are dominated by people of my generation, perhaps hanging onto the last throws of their youth. The younger generation are evident at big events like the Bulldog Bash or RTTW, but they seem less inclined to form clubs.

MOFOS: a History of English Biker Culture

Is available at www.neilhallam.com

Or on **Amazon** in Paperback or Kindle

MOFOS



**A
history
of
English
Biker
Culture**

**By Neil
Hallam**

Doing the Dales and the Moors, Lakes and Scottish Borders

By Dianne Heydon; Heaven I Sadly, we lost Dianne in a motorcycling accident, soon after she wrote this article. It is her husband Ken's wish that her articles be published.



Every year for the last 8 years Ken and I have joined the Redmire Riders and Ramblers at Redmire Station House on the Yorkshire Dales for a wonderful week of progressive riding and this year was no different. Having attended the Flanders Fields Rally the week before, we allowed ourselves a day at home to mow the lawn, do some laundry and wash the bikes before heading up country Well you can't turn up on dirty bikes, can you?

Redmire Riders and Ramblers are an eclectic mix which includes several Blue Knights including England VI's Keith Rudkin, who has been going along almost since the event first started, and Ian & Eula Salisbury who have recently joined the ranks of the Ramblers and now walk in the countryside rather than ride.

Organised by Richard 'Dick Dick' Greaves and Dave Knight, both from England VII, the event was originally badged as 'Bike Train' and was a Blue Knights riding event. Due to both falling Blue Knights numbers and with interest from outside riders, mainly from Dave's military workplace at Leconfield, the group has evolved into its current and more diverse format. Truly a family affair, all the administration and planning for the event and not to mention the cooking is done by Dick's daughter Nikki, without whom the event wouldn't happen.

Doing the Dales Continued

This year we discovered that the trustees at the Station House had invested in new beds, mattresses and carpets and had given the place a lick of paint. Yes, it's still bunk beds with a 2 berth, 4 berth and two 7 berth rooms but it's certainly improved. The legendary Redmire BIG breakfast was still very much in evidence and, as a consequence, we seldom ate anything at lunchtime due to still being full.

The event, which is affectionately known as 'Dick N Dave Do Da Dales' is essentially a group of individuals who share the common passions of riding or rambling and who, after a day on either two wheels or two feet, all 'muck in' with the chores including the housework, cooking and washing up.



The Redmire Riders

So, what did our week at Redmire look like:

Day 1: A day late in joining the event due to needing a day at home after our Belgium tour, we spent our first day riding up to Redmire, arriving and meeting the others around 4pm when they returned from their ride out. We travelled the scenic route from home in Nottinghamshire, through the Derbyshire Dales, passing the Derwent Dam and close to Holmfirth and Keighley. It's impossible to avoid the built-up area in the middle of the country but the sunshine and relatively light traffic for a Tuesday meant even crossing Halifax couldn't dampen our spirits. Arriving safely, after unpacking our panniers we had a nice evening with a meal down the local village pub and a good catch up with old friends.

Day 2: Richard has an encyclopedic knowledge of the Dales and Moors and our first full riding day from Redmire was a mystery tour. Never more than around 40 miles from the Station House, we rode around 150 miles in the day taking in goat tracks and B roads with the very occasional A road. As usual in the area we encountered lots of sheep and the occasional cow in the road, they really are daft and you certainly have to be vigilant at this time of year with all the lambs skitting around. We visited Kettlewell for one of our breaks, a pretty Dales Village, and then the impressive How Stean Gorge at the end of the day. The riding became more spirited as the day wore on and we travelled across some beautiful countryside, our cobwebs were definitely blown away. On our return Dick admitted that some of the roads were ones he hadn't been on before so a proper mystery to all of us including our leader!

Day 3: This was a longer ride out of around 170 miles that took us west to the Lake District including a visit to Alston, and riding over Hartside Pass and Kirkstone Pass. It was countryside and lakes all day and on some great roads. There were even a couple of road closures that Ken had to navigate around which took us down some interesting and very minor roads! We encountered the sad sight of the burnt-out shell that was formally the Hartside Café at the top of the Pass, destroyed we were told following an electrical fault. Another really super day out with the riding becoming more progressive and once again relatively light traffic even around the edges of the Lakes themselves.

Day 4: A gentle riding day of around 105 miles in the Dales including a visit to Stokesley, Helmsley and the biker road, the B1257, that joins them. From Helmsley we rode a convoluted route to Sutton Bank, Whitestone and then finished our journey at the Black Sheep Brewery in Masham for afternoon tea. Some super roads and scenery and sunny, bright and dry so perfect for two wheels. Our evening meal was a BBQ at the Station House sat outside in the sunshine and with a camp fire being lit as the evening chilled.

Doing the Dales Continued



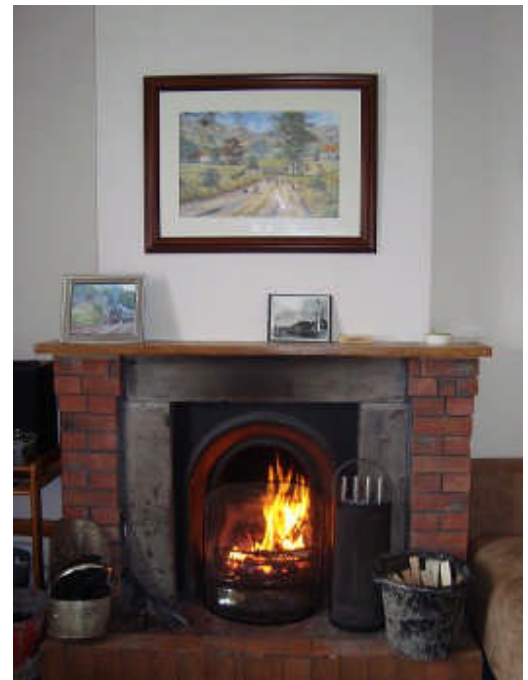
Day 5: A ride across the Dales up to Co Durham, Northumberland and on to Hadrian's Wall. A day on the pillion seat for me so I could check out the views which I simply don't see when concentrating on the roads twists and turns. It was a glorious day with some wonderful scenery and more wayward sheep and lambs in the road. It was the day of the Royal Wedding so everyone was indoors watching tele and the roads were amazingly quiet. Our mid-morning break was timed to perfection, I got to see the Queen, Prince Philip, the bridesmaids and page boys and the Bride arrive at the Church and made the lads wait until after the 'I wills' before we moved on again. Apparently, there was an important football match in the afternoon too, not sure what all that was about as I don't watch football, but again it made for light traffic as lots of people clearly stayed indoors. Home was via the ice-cream parlour in Reeth, it's the law to eat ice-cream there!

Day 6: Our last day at Redmire saw Ken, Richard and I riding to Whitby on a 170 mile round trip crossing the Dales and the Moors which in places are spectacularly bleak and desolate. Stopping at Hutton Le Hole, Whitby and Lordstones during the day made the relatively high temperatures in bike kit bearable. It was another lovely biking day and some good roads with lots of bikes out for a Sunday ride round, so I did much waving from the seat of my Tiger. A great day out again on two wheels and by the time we returned to the Station House our helmets and our bikes were covered with bugs.

Day 7: Back home across the country including the not so endearing passage through Huddersfield but worth the effort after a brilliant time with amazing weather all week, fantastic riding roads and good company.

Dick and Dave Do Da Dales is a group of individuals who have become friends, all of whom share a passion for riding and/or rambling and simply enjoying the freedom of the Dales, Moors, Lakes and Borders. If you don't fancy riding every day there is the opportunity to join the Ramblers and walk the local footpaths by way of a change or a rest. Numbers are limited for the event by the available bed space; there are a maximum 20 beds available. You need to be happy sharing bunkhouse style accommodation and be prepared to get stuck in with cooking and cleaning. The event is really good value with at least one meal being taken at the Station House and others taken at your own expense in either the local village pub, the Bolton Arms, or takeaways.

There are likely to be a few places available for next years event which runs from 6-10 May 2019. For information, availability, prices and booking please contact Nichola Greaves on



nicholagreaves@gmail.com or telephone no 07497802813 or alternatively Richard (Dick) Greaves on dickdickgreaves@yahoo.co.uk



**Had an Accident or Incident and need some professional help or advice?
We “know a man who can” - By Dianne Heydon, Heaven I**



For those of you who aren't aware, one of our Honorary members at England VI is John Measures. John is a qualified solicitor, and has been practicing law for 35 years. He is a Solicitor of the Higher Court of England & Wales; a Fellow of the Association of Personal Injury Lawyers; and a member of the Law Society Personal Injury Panel. John has been a motorcyclist for 47 years. He considers himself to be a biker, who just happens to be a solicitor. He has specialised in personal injury law for 30 years and has predominantly specialised in assisting injured motorcyclists for the last 27 years.

John is well known and well recognised by both our own members and across the UK&I Conference, being a person who helps both professionally and personally in times of difficulty. Friendly and approachable, John has assisted many Blue Knights nationally over the years by giving professional advice at no cost to the members, openly and honestly. John has been a Blue Knight since 2007 and over the years of his membership he has represented members, their families and friends in bringing claims for personal injury and financial losses, not only as a result of RTC's involving motorcycles, cars, bicycles and pedestrians but also in many other situations where injury has occurred. John is able to say that for Blue Knights he is always available, including the evenings and weekends.

We “know a man who can” continued

In addition to the Blue Knights, John has an active profile across the wider motor cycling fraternity. He continues to represent members of the Honda Owners Club, the Suzuki Owners Club and several other biking organisations. He is also a member of the Institute of Advanced Motor Cyclists. He continues to visit several motor cycling clubs throughout the year and has given presentations on accident prevention based on his experience as a motorcycle solicitor and has previously contributed articles to the Blue Knights UKIC magazine, Knight Rider, our own “6 of the best” publication as well as other magazines. John is a member of the Institute of Advanced Motorists.

SO If you are unfortunate enough to be involved in a road traffic incident, make your first call to John even if you have legal protection as part of your insurance cover.

John is always happy to assist and provide advice and guidance. Whereas many insurance companies 'farm out' their investigations and claims to Clerks, John will take responsibility for dealing with your claim. It is sadly a regular complaint from 'Victims' of crashes that they cannot get hold of an individual to discuss the progress of their case and that, once they are in the "insurance machine", they just have to wait for an outcome and feel uninvolved and powerless. By contrast, John provides a bespoke, personal, tailored and professional service, a known face and voice, and on a no cost to you basis.

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**We all sincerely hope that we do not have need of John's help and assistance.
But if you or a member of your family or friend are involved in an accident or incident, he is only an e-mail or phone call away.**



Obituary – Dianne Heydon

Left us on 5th June 2018 - By Nigel Rippon; President England VI



Dianne tragically died in a road collision whilst riding her own motorcycle. She was on holiday at the time, travelling from Andorra into Spain, with her husband Ken and friends. The group had previously attended the France V Rally and intended extending their trip to take in Spain and Portugal.

Dianne 'got the bug' for motorcycling and in 2008 joined the Blue Knights as a full member. By this time, she was riding her own bike and joining a host of Blue Knights activities with Ken.

In the past 10 years, they have travelled tens of thousands of miles, across many continents. Crossing Europe, Scandinavia, the Arctic Circle, Romania, North Africa and America. During her travels, she made many lasting friends. We can all recall a time, a place, a moment, where we can draw on fond memories we shared with Dianne.

Dianne has left a lasting impression. Many of you will recall the visual impression; whether it be her blonde pigtails, the stars and stripes leggings, the Dalmatian spotted onesie, or the fairy outfit. Every one of you will recall something.

Or the personal impression. Always the happy smiley face, no matter what was going on in her life; she had a warm greeting and a smile for everyone. Dianne wanted to be part of everything; she needed to be with friends, make friends and share in the fun. If there was music on, Dianne would be dancing.

Dianne retired from Nottinghamshire Police in 2012 at the rank of Chief Inspector. She completed a busy and successful 30 years of service, many of those years as a detective. She leaves behind her Husband Ken, two sons George and Henry, step son Luke and grandson Ewan.

When people we love die unexpectedly, it's a nudge reminding us that we shouldn't take life for granted. We have a duty to make the most of what we have. Dianne made the most of every day she shared with us.

Dianne



Cowpat Rally 2018 By Neil Hallam - Editor



The Cowpat Rally is always something of a trip down memory lane for me. This year was the 40th running of the rally, named for the Cowpat Throwing Competition, which died a death many years ago. I was not there quite from the very beginning, but my first attendance in 1982 was pretty close to the Shoulder of Mutton MCCs beginning in 1978. Somewhere along the line, the club decided to add the O from "of" in the club abbreviation, calling themselves SOMMCC, but to me and the other original members, it will always be SMMCC. The Cowpat has had a regular home at Derbyshire's Amber Valley Rugby Club for more than a decade, but it will always be the new site to me. The original rally was based at SMMCC's home at the Shoulder of Mutton in Hardstoft, a little further north than its new location. Hardstoft holds very fond memories for me, but the Rugby Club does have something special that lends itself to the current Music Festival style of Rally, the slope to the pitches provides a natural grandstand, from which to enjoy the bands. At the bottom of the slope sits an artic trailer, which the bands use as a stage. The Rugby Club venue also provides a bit of interesting people watching, as several cultures come together. Our biker subculture is broad enough, but at this rally you can add the expensively dressed rugby Club members with their families, along with a few local families, looking like they were teleported direct from Skegness Beach.

Cowpat Continued



A 1980s pic of me in SMMCC "colours"

For the first time in many years, the 2018 Cowpat was blessed with extraordinarily good weather. I never made it to the rock disco in the clubhouse bar, as it was so nice out on the field. There was the usual range of traders, selling everything from hippie accessories to camping essentials.

The club has carried on the tradition of silly games, although sadly with the omission of Cowpat Throwing. Nottinghamshire's Gothic Bikers MCC seemed to have swept the board with silly game trophies, as well as the biggest club attendance.

They had even provided a couple of big inflatable paddling pools for the kids to cool off in, although by Saturday evening, they looked the colour of the Black Lagoon. The youngsters did not seem to mind.

There were several bands over the Cowpat's two evenings, most on a rock theme, although some variety was provided on Saturday afternoon by a local Brass Band, from one of the areas now defunct collieries. Saturday's "headline" act was a Queen tribute band, but they were running very late and I had started my ride home before they even arrived on site. So, for me, the evening's highlight was rock covers band Tick, Tick, Boom, who provided a repertoire wide enough for most people.



Those who know me, know that food is pretty important to me and the catering stand was much better than the usual Burger Bar fare. Most of their menu was based around chips, but these were proper chips, crispy on the outside and fluffy on the inside. Then, in addition to the usual curry sauce or mushy peas, we could choose from excellent home made chicken curry or beef chilli.

Well done SMMCC on both keeping a traditional MCC rally running for so long, as well as gradually evolving it to attract a wider rally crowd. I find it quite sad to attend rallies patronised only by ageing bikers like myself.

Gone to the Dogs: Spike – Secretary England X



Our run to the Dog's Trust at Snetterton in Norfolk took place on 30th May. We assembled at Route 11 Kitchen which is becoming a favourite meeting place for us. We were joined by Lost Saints LEMC and after a convivial meal, set off on a very scenic route through the Norfolk countryside. The weather held for us and the ride took an indirect route to make the most of the scenery.

We were greeted very warmly at the Trust and taken for a look around the re-homing centre. It is a miracle that we didn't come away with at least one dog! The donations of food and dog toys were most welcome. We had not expected the local reporter and photographer to be on hand but this resulted in a very nice article in the paper and a video on Youtube. It was great to be able to make our own small contribution to the work the Trust does and have a different kind of destination for a ride out.

Wales I charity – Bobath Children’s Therapy Centre

Steve Bendell, Vice President, Wales I



Wales I have chosen the Bobath Children’s Therapy Centre in Cardiff as their charity for 2018

Andy Stone, Colin Pilsworth and Steve Bendell have been on a sponsored weight loss between January and May this year, their total weight loss was 72lbs. One is half the man he used to be but all achieved a significant loss.

On the 9th June Andy Stone, Neil Greenway and Steve Bendell attended the Bobath summer Fete at Bobath Children’s Therapy Centre in Cardiff, they displayed their bikes and promoted the charity ride and collected donations by letting the children sit on the bikes for photographs.

<https://uk.virginmoneygiving.com/Team/BlueKnightsLEMCWales1>

www.bk-wales1.org

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

<https://www.facebook.com/BKWales1/>

<https://www.facebook.com/bobathwales/videos/10156074141475033/?t=0>

<https://www.facebook.com/bobathwales>

Apple Orchard Camping Weekend July 2018 Steve Bendell Wales 1



Wales 1 hosted their annual camping weekend at Apple Orchard Camp Site near Westbury on Severn in Gloucestershire. It was attended by members from Blue Knights England; 2, 6, 7, 11, 14 & 18; a great turnout, even though Friday started with an evening of thunderstorms our spirits were not dampened.

Saturday came with improved weather, now hot and sunny for our Ride Out organised and led by our own Chris Rann, 17 bikes took part through the Gloucestershire and Welsh countryside, calling at Red Door Deli and Diner near Monmouth for tea, coffee and a cake for those who fancied the delights there.

Then it was onto The Hogs Head near Llantilio Crossenny to a classic car show where we saw lots of vintage vehicles, which were new when many of us were starting out our driving/riding life.

The ride back took us past Skenfrith Castle towards Ross-on-Wye, but then along forgotten "B" roads looping back to our campsite via some of the best winding roads to even out the tyre wear.

Apple Orchard Continued



The evening started off with some of the farms own cider and home made food, then the fun and games for the evening began with some swing music sung by our very own David Kelly with songs from the 'Rat Pack', and as we are Wales 1 some Tom Jones; Green Green Grass of Home and Delilah a great sing along session lubricated with Welsh Penderyn Whiskey and other interesting lubricants of varying strengths, courtesy of some of England XIV's finest.

Then with thanks to our President Andy Stone there were games, tossing coins at a bottle, the closest won the bottle ... with a 1.5 Ltr bottle of Prosecco and Talisker Whiskey as prizes, many were tempted to have a go.



All money collected was for our charity Bobath, with a collection following David's entertainment, the games and an auction of some items donated by Ron Barnes, we raised a total of £315.29p to add to money already collected from other events this took our total donated/raised to £1057.13.

With gift aid we have raised a total of £1207.23 for our charity so far this year.

A presentation of the total took place at Bobath on the 1st August.



+ St. George; 10th Anniversary – Neil Hallam, Editor +



For their tenth St. George's Rally, England XIV returned to Cleveland, on the North Somerset coast.

The first major event of the year on the UKIC calendar is always well attended. I think this is our fifth time for Elaine and I, while UKIC International Rep, Graham Buxton is still arguing for a buy 10, get one free deal, having attended every rally since its inception.

I rode down from Nottinghamshire with a contingent from England VI and XIII on the Friday. The previous day had been the hottest April day on record and it was still very pleasant for our ride south west.

The seaside town of Clevedon sits on and around seven hills, which are steep enough to be evident both walking and riding around the historic Victorian town.

On the Saturday, England XIV led a ride out on some technically challenging roads, thorough Somerset's dramatic scenery, including the 450 foot deep Cheddar Gorge, cut by glacial melt water 1.2 million years ago.

Although no rain actually fell on them, a downpour had been just ahead of them, making for some tricky road surfaces and leaving plenty of agricultural debris to clean from the bikes. The Gorge's 16% gradient featured in a stage of the 2011 Tour of Britain cycle race and is a regular challenge for local cyclists, but was a big enough challenge for me on a motorcycle.

St George continued



Elaine and I chose to explore Clevedon on Saturday, having ridden Cheddar Gorge several times before.

The town's heyday came with the Victorian craze for bathing in the sea, which was catered for in the late 19th century by saltwater baths next to the pier and bathing machines on the beach. The Victorian theme continues with Clevedon's clock tower in the centre of the town, which was completed in 1898 in celebration of Queen Victoria's Jubilee.

Considerably older than Victorian times is 17th-century Walton Castle. This is a fort on Castle Hill that overlooks the northern end of Clevedon. It was built sometime between 1615 and 1620. The castle was designed as a hunting lodge for Lord Poulett, a Somerset MP. The English Civil War saw the decline of Poulett's fortunes, and by 1791 the castle was derelict and being used as a dairy by a local farmer. In 1978, the castle was purchased for £1 by Martin Sessions-Hodge, who restored the building to its former glory.



The seafront stretches for half a mile from the pier to Salthouse Field, and includes ornamental gardens, a Victorian bandstand, a bowling green, and Marine Lake, which was once a Victorian swimming pool, but is now used for boating activities.



St George continued

Saturday night's gala dinner has traditionally been a black tie affair, to make up for England's traditionally lacklustre celebration of our patron's day. It never ceases to amaze me at the clothing folks manage to bring by motorcycle.



The ladies, as always looked stunning in evening dresses, while the men wore a selection of tuxedos and highland dress. There were also a fine selection of bow ties, from my tartan, through red and white English flags, to some very sparkly examples.



The band Ragged Union had been described as "Southern Rock". I did ask if that meant they drank shandy. They were excellent, although a bit loud.

Shane Dick, President of England XIV said; "on behalf of England XIV, a huge THANK YOU for attending our St. George's weekend event. With your generosity, we made a very healthy £1000 for charity and that is something to be proud of. You never fail to amaze me with your kindness and I'm sure both COPS and Freewheelers EVS will be pleased with their £500 donations from this event."



Next year's event will also be held in Clevedon, on the weekend of Friday 19th and Saturday 20th April 2019.

Please note that this is also Easter weekend, so there needs to be some consideration given to the madness of holiday traffic conditions. It is usual that the holiday traffic is worse on the Thursday night so hopefully won't impact on those travelling on the Friday.

Lawride & C.O.P.S Survivors' Weekend

By Neil Hallam - Editor



Care of Police Survivors (otherwise known as C.O.P.S) is a UK charity dedicated to helping the families of police officers who have lost their lives whilst on duty. They help survivors cope with the tragedy and help them to remain part of the police family as they rebuild their lives. C.O.P.S is independent of the police and was founded in 2003 by Jim McNulty and Christine Fulton (MBE). Jim was a retired police officer from Strathclyde Police. Christine is the widow of PC Lewis Fulton who was murdered on duty in Glasgow in 1994.

Each year, in July, C.O.P.S holds an annual Survivor Weekend, which incorporates social activities and concludes with a Service of Remembrance. The Blue Knights form a major part of their Weekend, with our annual Lawride ending at their event.

England XI, whose patch includes the National Memorial Arboretum, have been running the Lawride for 16 years. Historically, the ride started at Staffordshire Police HQ, moving to a local Garden Centre when Policing cuts took away their Traffic Department's support. This year, the Lawride start point and its accompanying Rally, moved to the Derby Conference Centre. The venue is part of Derby's railway heritage, as it was Britain's first purpose built College for railway staff.



Lawride continued

On the Saturday, UKIC Chairman Tom Elliot led a ride through the Derbyshire Peak District, into the Staffordshire Moorlands, stopping at Tittesford Reservoir for lunch. Eight weeks of very un-British hot weather was coming to an end, as temperatures dropped and fierce cross winds made for interesting riding.

The weather worsened for the weekend's main event, as we left Derby in torrential rain. But the Lawride is more about the arrival than the journey and we knew our soaking would be worthwhile. We were gathered together in one of the Arboretum's outer carparks, as the Event Organisers prepared everyone inside for our arrival.



A comical moment, to raise my dampened spirits was provided by one of Staffordshire's Traffic Officers, assisting our entry into the Arboretum. It has long been a joke that Traffic Officers never leave their cars, cracking their windows slightly, to say "I'll leave it with you

then". Today, I saw a Traffic Officer directing traffic, by waving his arm through the barely open window of his Patrol Car.

By the time we were ushered through the gates into the Arboretum proper, our route was lined by the surviving families, senior officers from all UK Police Forces, a huge contingent of West Midlands Police Cadets and the Staffordshire Police Band. Despite the rain still pouring, it is this ride through the memorial park that the Lawride is all about. It is the Blue Knights' way of showing our appreciation for colleagues who made the ultimate sacrifice and our support for the surviving members of their families.



With our bikes parked up and clothes dripping with rain, we joined the families for their Service of Remembrance. Tom

Elliot said of the service "The service is always poignant with some of the survivors giving an account of their story. This year; three survivors shared their stories. First was Margaret Logan the widow of RUC Reserve Constable Clifford Evans. She was followed by Caroline Speakman, the sister of PC Jonathan Speakman. Then came a very moving account by John Fordham, the son of DC John Fordham. John described his father as a serial



adventurer who joined the MET and became a DC and surveillance

operative. DC Fordham was killed whilst investigating the Brinksmat Robbery, by notorious robber Kenneth Noye. John spoke about his experience of overcoming grief with love for our neighbours and each other. It is difficult to do John's speech justice only to say that it received a standing ovation."

Tim Buckley, COPS Chief executive spoke to Tom after the service and spoke about the value of the Blue Knights contribution and the gratitude of the survivors.

Events Section

2018



Rock with Pride
Hollenfels
24, 25, 26 AUGUST 2018
2 rue du Château L-7435 Hollenfels

Music with DJ, show an more.

	2 nights half board	1 nights-half board
Castel:	125 €	105 €
Youth hostel:	105 €	75 €



Info and reservation:
Bank Account Blue Knights Luxembourg
IBAN: LU50 1111 1071 0012 0000
BIC CODE: CCPLLULL
www.blueknights.lu



Join the Blue Knights Scotland 1 and other Chapters of the Blue Knights International Law Enforcement Motorcycle Club for the biggest Motorbike Rally of the year.

The Rally will take place at Scottish Police College Tulliallan Castle, Kincardine FK10 4BE between the 31st of August 2018 and the 2nd of September 2018.

Update :- For any additional T-shirts for the rally the cost will be £12 each please email rally@blue-knights-scotland-1.co.uk with your requirement's.

⌂



Blue Knights England III
proudly present the 27th rally;

Return to Ushaw Rally, 2018.

7th to 9th September 2018.
At Ushaw Events & Conference Centre,
On the outskirts of Durham City.

⌂

COST - Only £145 per person for 2 nights Dinner, Bed & Breakfast.

*Meet & Greet - Poker Run -
Charity Auction/Raffle.*

Accommodation is in recently-refurbished
Single, Twin or Double (limited number) En-
suite rooms.

Please note there are a limited number of
Double and Twin rooms, which will be
allocated on a first-come first-served basis,
but there is NO supplement for single
rooms. Please contact a member of the
Rally Committee for further information if
required via rally@bkengland3.co.uk



Not travelling by bike? No problem! Come by car, train or plane, but do
come! Don't hesitate to contact England III if you require collection from
the airport / rail station etc.

All major England III events are designed to cater for families, or those
travelling by car, and the charity Poker Run route is planned accordingly.



BlueKnights Jersey 1



2018 RALLY

28th - 30th September

Rally consists of Friday Social Night with Hot Buffet, Saturday Lunch, Saturday 5 Course Dinner with Entertainment and Rally Pack.

Ride out and Island Tour on Saturday

Early Bird discounts for Rally and Hotel bookings, if booked during 2017. Normal rate for bookings in 2018.

**Rally Registration Form to be completed and returned to
president@blueknightsjersey1.co.uk**

**Hotel Ambassadeur
01534 724455**

**Early Bird Rally price of £50.00 per person
Normal Rally price of £60.00 per person
Early Bird Hotel price per person per night B&B
(2 sharing) £40.00, (single) £45.00.
Normal Hotel price per person per night B&B
(2 sharing) £45.00, (single) £50.00**





Crime Writers Seminar

Held at the IPA Study Centre in Schloss Gimborn
17th to 21st September 2018

There are still spaces available on this week long course, held in a beautiful castle location, just outside Cologne in Germany. **But you will have to act fast!**

Chaired by the IPA's UK Vice President, Sean Hannigan, a packed programme of established crime and fiction writers who will cover crime, fiction and children's writing

Then, they turn their attention to your dreams of becoming a writer, taking you through a series of workshops, developing your own ideas.

The course is also open to non-members of the IPA

The presenters are:



Cost for IPA members is € 350 and for non IPA members - €450
Your first year's IPA membership is free, so excellent value to join.

For more details, contact Sean Hannigan hungrynoose@hotmail.com

STREET GANGS TO ORGANISED CRIME

Full Timetable

- 08:30 **Registration**
(Refreshments on arrival)
- 09:00 **Coming this way? The American Experience**
Officer Brian Dale, Gang Enforcement Unit, Portland Oregon USA
- 10:00 **Coffee**
- 10:15 **The American Experience (Cont)**
Officer Brian Dale, Gang Enforcement Unit, Portland Oregon USA
- 11:00 **What is a gang?**
Dr Matt Hopkins, Department of Criminology, University of Leicester
- 12:00 **Drawn to the UK ?**
Gangmasters & Labour Abuse Authority UK
- 12:45 **Break** (Full Lunch Menu available in the canteen)
- 13:30 **Thief in Law - Russian-Speaking Organised Crime Gangs & Russian Prison Tattoos**
Mark Bullen, subject matter expert
- 14:30 **Prevention & Diversion. Making it work**
Detective Sergeant Martyn Linton,
D.I. Rich Agars
- 15:30 **Refreshments**
- 16:00 **Voice for Youth Against Violence (V4YAV)**
Jermaine Lawlor
- 17:00 **Close**

Costs

This seminar is being delivered as part of the 2018 Member Benefit Program of Section UK.
Only £10 for members (including tea & coffee).

Excellent value offer to non-members of only £50 (including tea & coffee).

Booking (with limited availability) is being co-ordinated by our friendly staff at IPA UK HQ, Fox Road, Nottingham who will take bookings and fees at time of booking (sorry no refunds if you do not attend as this seminar is being supported to ensure members benefit). They can also advise on a range of suitable accommodation nearby if you need to travel the night before.

Phone +44 (0) 115 981 3638 Email mail@ipa-uk.org

I really look forward to meeting many of you together perhaps with your friends or ex-colleagues to keep up-to-date on this challenging subject area.

Yours in friendship

Clive wood

Vice President Section UK (responsible for the Professional portfolio)

BLUE KNIGHTS ENGLAND 9 HOPE VALLEY RALLY



24th – 26th May 2019

At The Hollowford Centre,
Castleton, Derbyshire S33 8WB



Set in the beautiful 'Peak District National Park' our venue is an outdoor activity/education centre with excellent facilities.



The centre can accommodate 140 people in a mixture of rooms all with en-suite facilities, varying from 3 to 8 beds per room. There are also 3 disabled access rooms.

The Rally Price is just £120.00 for 2 nights Bed, Breakfast and Evening Meal with a Rally 'T' Shirt included.

There will be a series of escorted rides to take in the stunning scenery this area has to offer. In addition we hope to be able to offer a range of outdoor activities including archery, mountain biking, pot holing etc.... (weather dependant). A mechanic and recovery trailer will also be available.

