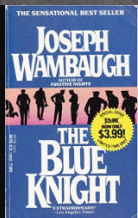


RIDERS

Official magazine of the [Blue Knights](#)® Law Enforcement Motorcycle Club UK & Ireland Conference



Our Club Identity



The Gathering



You've Been NABBED



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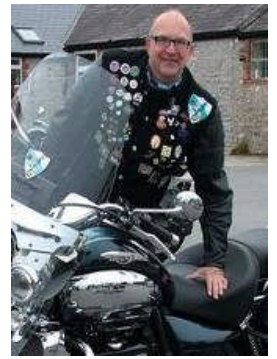
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Editor's Note

"Neil Hallam will know, he goes to everything". That was a conversation between two Blue Knights at their first Ride To The Wall, who wanted to know where we would all meet up. "That's not a bad thing to be known for", I thought. I try to pull in as many BK events and other iconic biking occasions as I can. Indeed I had missed very few RTTW and was able to point our visitors in the right direction. With very few exceptions, the more you put into something, the more you get out. This is certainly true with the Blue Knights. As the years have progressed Elaine and I have made an incredible number of good friends, strengthening the friendships at each subsequent meeting. This has only happened through making the most of our BK membership and getting out and about.



My thanks go out not just to the members who attend these events and offer their friendship, but to those who put themselves out to organise meetings and events. There is great variety, which is what we need to satisfy our wide range of members. There is camping and glamping at England II's Cops & Robbers and the Wales I Apple Orchard Weekend. For those who like more luxury there are events like the England XIV St George weekend, with its black tie ball.

The 1% clubs have compulsory runs every year. All of us have spent our careers in very disciplined jobs, so I do not suggest we make anything compulsory. But, I do think we should make every effort to attend at least: The Lawride, RTTW and the official UKIC Conference Rally.

So, as we enter the winter season in Britain, if you do not choose to ride through the winter, please use the time to plan your 2019 season. I will still be riding until the snow and ice arrives, but I am already putting next year's diary together and look forward to seeing many of you at the next round of events.

UKIC Chairman's address

The summer is over and with it comes the time for reflecting on the past year. Last weekend I attended the Ride To The Wall or RTTW. It was good to see Blue Knights represented there and I have written elsewhere about my experience of this. Perhaps we could attend and ride in as a group next year?



Also I went and met several of you in Scotland, Kent and at the Law Ride. By meeting individual members, I benefit by finding out what works for you, the members.

I have been told that our communication is poor, so I will look at how best to address this. One of our means of communication is Sword & Shield, which I am sure you will agree is not reflective of who we are as an organisation. I will be endeavouring to address this again.

It is nearly time to look at our own chapters and the election of our chapter officers.

In Scotland we re-elected a new UKIC committee. I was pleased to welcome Leonie Tromans as Vice Chair and Graham Buxton as UKIC International Representative. These replaced Jamie Spencer and John Radcliffe respectively. The European Representatives post was taken by Neil Hallam after Trevor Heywood stood down.

I am grateful to John, Jamie and Trevor for all their contributions as I'm sure you are.

Our organisation is constantly changing and hopefully improving, remembering that we are a Bike Club plus.



Some members would argue that we are more than just a bike club that we care about each other and support each other in times of difficulty. We show our support to our colleagues in law enforcement as well.

I would hope that we treat each other as we would our own family remembering and supporting our brothers and sisters when they are ill or injured.

If you haven't seen a member for a while I would ask you to contact them and just ask how they are, this fellowship of being a Blue Knight should mean more than being in just a bike club.

We should also remember what we look like when we wear our colours: riding responsibly as a group.

What we look like and how we present ourselves significantly contributes to whether prospective new members want to be part of our organisation.

Tom Elliott Chairman UKIC

The Blue Knight Where did our club name come from?

I thought this was common knowledge, until I overheard someone telling an inquisitive member of the public that it was from the Knight Riders TV show (David Hasselhof and Kitt the car).



Here's what the critics have been saying!

"... Smells authentic with an identity all its own..." Cecil Smith, L.A. Times

"... It is in many ways the most interesting of all this season's new cop shows..." Cleveland Amory, TV Guide

"... Bumper Morgan as played by George Kennedy returns with force and vitality..." Tone, Daily Variety

Now see for yourself what happens when—

- **An Academy Award Winning Star:**
George Kennedy
- **A Best Selling Author:**
Joseph Wambaugh
- **An Emmy Award Winning Series:**
The Blue Knight

Fuse To Explode On Your TV Screen!

Watch George Kennedy as Bumper Morgan in The

BLUE KNIGHT

TONIGHT 10:00 PM CH. 2, 12

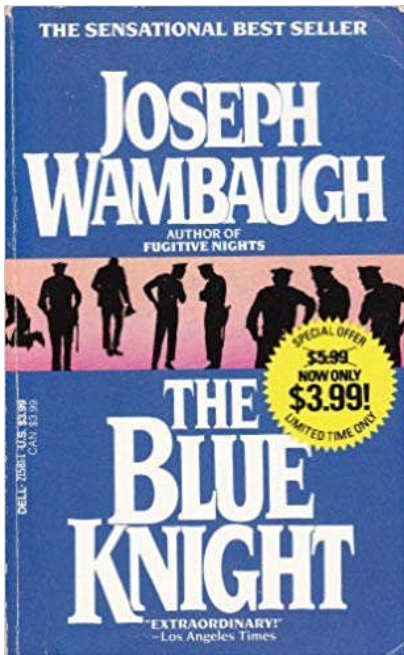
So, with apologies to those who do know the story, let me introduce you to America's answer to Dixon of Dock Green.

Our Founding Fathers actually held their inaugural meeting in a bar called the Black Knight, so this could easily have been the name for their new club. However, airing at the time was a popular TV cop show, which focused on the street level community policing favoured by our own George Dixon.

The Blue Knight was slightly at odds with its more violent and less believable competition. The year was 1975 and it heralded a dramatic change in prime-time television, as TV Westerns gave way to a huge catalogue of police dramas, like Baretta, S.W.A.T. and Starsky and Hutch. The Blue Knight was another police-oriented cop show but it was in a genre of its own.

The Blue Knight continued

The film and the TV series were based on a 1972 novel of the same name by Joseph Wambaugh, who also wrote the rather less wholesome *Choirboys*. Wambaugh himself served 14 years in the LAPD, before retiring to write several police based novels.



The Blue Knight followed the beat of Bumper Morgan, a veteran police officer in Los Angeles. After many years of service, Bumper Morgan remained a uniformed officer who walked a beat every day. The show did not denigrate his abilities as a cop, since he had often been offered

promotions, but Bumper preferred his life on the street. He knew everyone in his neighbourhood and was willing to overlook minor transgressions if it kept his beat relatively safe.

There had been an earlier TV outing for Bumper Morgan, when in 1973 a two-hour made for television movie premiered on NBC-TV. The Blue Knight movie starred William Holden and was so successful that it won Holden an Emmy for Outstanding Actor in a dramatic role and another Emmy for co-star Lee Remick for Outstanding Actress in a dramatic role.

When the producers wanted to turn the movie into a weekly TV show, Holden turned down the role. The Bridge Over The River Kwai Oscar winner wanted to stay in movies and was not interested in the pace of a TV recording schedule.



The production company, who were also responsible for the *Waltons*, did manage to land another Oscar winner for the title role.

George Kennedy had won an Oscar for Best Supporting

Actor in "*Cool Hand Luke*", opposite Paul Newman, in 1967.

Two years after the first TV movie, the Blue Knight aired as a two hour pilot for a weekly show. The 1975 version brought the show up to date, basing it in the contemporary Los Angeles of 1975.

Just like its predecessor, George Kennedy's TV-Movie became a huge hit which allowed CBS-TV to launch a weekly series.

Sadly the weekly series only lasted for 24 episodes from December 17, 1975 until October 20, 1976. Scheduling might have played a part in the show not being picked up for a further series. CBS put the show on its Wednesday night prime-time slot, opposite *Starsky and Hutch*, *Tales of the Unexpected* and *Petrocelli*.

The scheduling clash was a shame, as reviewers say that George Kennedy brought an "everyday man" approach to his character, keeping the show as realistic as possible, as he and his colleagues did battle with the dangerous criminals, drug dealers and rapists on the mean streets of Los Angeles.

Bumper Morgan stood for honour and principals and stood up for his police colleagues when they got into trouble. Even after 40 years these remain principals we should recognise in members of Blue Knights LEMC.

"I've got a cunning plan". Gathering of the Clans Rally 2018 Neil Hallam: Editor

"I've got a cunning plan". This and many other famous lines from The Blackadder TV series ran through my mind during my ride to Scotland. While looking for a photograph of Tulliallen Castle, now the headquarters of Police Scotland, I learned that it was once the ancestral home of the real Clan Blackadder.

But this weekend Tulliallen Castle and the Police Training College in now houses, became home to the Blue Knights Gathering of the Clans. The bi-annual get together run by all three of our Scottish Chapters. This year, the Gathering also played host to our UK & Ireland Convention, attracting members from almost all Chapters in the Islands of Britain.

Scotland is such a stunning location and the Gathering is such a popular event that it has become very well attended from outside the UK & Ireland Blue Knights.

We welcomed Chapters from Belgium and Switzerland, as well as Firefighters from Red Knights England 2 and a guest from the Yamaha Virago Owners Club.

The Clans always put on a varied program for their guests, either on or off the bikes. This year's offerings included a bus trip into Glasgow, to visit the Police Museum. For the riders, there was a choice of a spirited ride into the Highlands, or a slightly more leisurely ride to Glamis Castle, childhood home of our Queen Mother, Elizabeth Bowes-Lyon. The castle is still home to the Bowes-Lyon family, who are regularly visited by the Queen and Prince Charles.

Located in the Kingdom of Fife, this ride gave us chance to explore the eastern side of the Scottish Lowlands, an area I often miss when heading north along the side of Loch Lomond.



Clans Continued

All the rides and trips culminated in a mass return to Tulliallan, where we paid our respects at the **Scottish Police Memorial**. This wall displays the names of all the Scottish Officers who made the ultimate sacrifice in the line of duty.



Being a Conference Convention, we were graced with attendance from the International top table. This time, in the form of International VP Karen Borza in her first visit to Scotland.

Karen was able to update us on the frustratingly slow pace of Bessie Small's case through the State of Maine's legal system. While it didn't make her betrayal any easier to swallow, understanding some of the red tape at least eased our frustrations a little. Due to a number of unhelpful aspects of the law in Maine, the last international Convention in Georgia voted to at least investigate the possibility of incorporating the Blue Knights in a different State. One of the key issues Maine causes us is their refusal to allow electronic voting for voluntary organisations. This forces us to retain the archaic and expensive postal vote we use every two years to elect our international officers.



An Island Welcome

by Neil Hallam - Editor



This was my first return to Jersey, since a family holiday as a teenager. We had met both Channel Island Chapters several times on their trips to England and in France, so we were very much looking forward to visiting their home patch. The warm welcome began at Jersey's airport, where quite unexpectedly, we were met by a mini bus with Jersey I outriders. The team had been back and forth to the airport and ferry throughout the last two days, saving us all from a taxi fare into St Helier. We had also picked up some tourist brochures, looking for a bus trip to take while the Saturday bike tour was out. We did not need this either, as a bus had already been laid on for those of us who were here without bikes.

What a treat the Tour of Jersey turned out to be. Our driver Ali, took us around the island's rugged coastline, dropping into secluded bays, then climbing back out, to descend into another stunning beach. The entire coastline is studded with reminders of Jersey's strategic position between France and England. Beautifully built stone towers and castles speak of ancient conflicts and the grey concrete of WWII stands as a reminder of Hitler's occupation of the Channel Islands.

An Island Welcome continued

One of our morning stops was a visit to one of these concrete bunkers, renovated and stocked by a friend of the local Chapter. The bunker contained one man's collection of wartime memorabilia, opened as a museum for later generations. One of the most striking exhibits for me, was a life size photograph of a German Officer talking to a Jersey Policeman, wearing his traditional British Bobby's uniform.



Lunch was another example of good organisation, where our pre-ordered food arrived within minutes of arriving at the beach front cafe bar. This was one of Jersey's most popular surf beaches, which together with being under the airport flight path, provided great entertainment while we ate and caught up with old and new friends.



Of course a good Rally is about more than just the daytime activities, we like to be entertained into the evening too. The food at the hotel was excellent; a hot buffet on Friday evening and a fantastic four course dinner on Saturday.

But what really stood out was the effort that Jersey I went to in making their guests feel welcome. Chapter members moved around all the tables, making sure that at least one of their number was with each group of visitors. We also noticed that if anyone was left sat alone for any reason, a Jersey member joined them within minutes.



An Island Welcome continued



You've Been NABbeD

Neil Hallam supports the National Association of Bikers with Disabilities Rally



It took 27 years for me to get around to attending the You've Been Nabbed Rally, the National Association for Bikers with a Disability (NABD) biggest fundraiser of the year.

It was worth the wait and it will not be anything like as long until my next visit.

As bike rallies go, this is a huge one, possibly only eclipsed by the Bulldog Bash in terms of "proper" rallies. Think medium sized music festival, but with bikers instead of the pretentious festival goers.

Unlike smaller MCC rallies, which have to focus on a small range of interests (loud rock music and beer usually), You've Been Nabbed is big enough to offer something for everyone.

There were no less than three entertainment tents. At the top of the field was the adults only tent, boasting comedy acts and strippers, alongside the rock bands and disco. At the opposite end of the field was the family tent, still playing mostly rock music, but with a family friendly atmosphere, magicians and kids entertainment. In the middle, in both genre and location, was the Real Ale Tent. Apart from the real ale bar, this tent offered mostly acoustic musicians with a slightly more folksy feel.

NABD Continued

The whole thing was good value. The £35 entry fee, for more than 20 bands, camping and everything else on offer, is a fraction of usual festival costs. Neither were the bar prices hiked up, £2.50 for a pint of ale is very good going.



The trader village was a similar size to that of the Bulldog too. A great range of products to keep anyone's retail habit satisfied. I came away with a leather coat and a carved house sign. My 35 year old son Darren had a whiskey glass engraved. Emma, my 12 year old granddaughter managed to blag a necklace and leather waistcoat out of her Dad and I, at the end of a very long list of wants.



I was there as a trader, promoting my books. This really did put us in the thick of things. My stall and our tents were right outside the Real Ale Tent. This allowed us to sit in front of the stall, listening to the music and chatting to the steady flow of people coming and going. It was

fantastic on two levels, as we achieved great exposure for the books and had everything we needed on hand at the centre of the entertainment.

Back Street Heroes magazine sponsored the custom bike show, which is probably a necessity for them to keep a flow of feature bikes in their magazine. The theme of variety continued in the custom bike show, with: choppers, bobbers, street fighters, trikes, sidecars and rat bikes. Thunder Burt's Triumph Thunderbird caught my eye, as well as the judges, for its immaculate depiction of Gerry Anderson's Thunderbirds characters.

The most show stopping creation was a trike conversion of a V8 engined hearse. There was no fancy paint, or glittering chrome, but there were plenty of skeletons and in your face presence.



There was a 1% presence there with: Devil's Disciples, Sons of Hell and Druids, but they all seemed to get on amongst themselves and would chat freely to the non patch holders at the rally.

All in all, it was a fantastic weekend. All three generations of my family found plenty to entertain us. It will certainly be in my diary for next year.



About NABD

The NABD was set up in April 1991 by six bikers from Manchester who would not accept the idea that disabled people could not ride motorcycles, scooters, sidecar outfits or trikes.



Their initial project was to adapt a motorcycle for a rider who had lost his lower left leg in an accident. A fund raising party was organised and publicised, which prompted other disabled people to ask whether it was possible for them to ride specially adapted motorcycles. Within 12 months NABD had helped three disabled people to ride independently. In those early days each adaptation had to be designed from scratch, and many engineering problems had to be solved.

The membership of the NABD has now grown to a staggering 9,000+ individual members.

Since its inception, NABD has directly helped over eleven thousand disabled people to enjoy the freedom and independence of motorcycling.

The NABD operates a system of financial grants to help with the cost of special adaptation work. These grants range from £250.00 to £2,000.00, dependent on the requirements of the rider. Where necessary, NABD will also provide grants to adapt motorcycles, scooters, motorcycle/sidecar combinations and trikes to suit the needs of pillion passengers with disabilities.



Germany VIII & Hubi's Wedding – The UKIC International Rep goes International.

The first of two reports by Graham & Jacqui Buxton from Germany.



It's always a privilege and pleasure to be invited to celebrate a wedding and doubly so when it's for someone who has become a good friend via a mutual interest in motorcycles and the Blue Knights organisation.

When Ralf Hubner (Hubi) invited Jacqui and me to his wedding in Cuxhaven we had already been making plans to attend another party for a non-Blue Knight a couple of weeks earlier, so decided to extend our stay.

We incorporated a trip to the Harz Mountains, with its beautiful biking roads which are less well known than those of the Black Forest area, before going to Bremen. It was very kind of Dirk Wegner (Germany VIII's President) and Marita to host us before the wedding.

Germany VIII's Summer Party was a week before the wedding and we were treated to a relaxed and enjoyable evening at Rainer and Mellie's home. Some members of Germany III joined us and made us feel equally welcome.

Our visit also coincided with Germany VIII's monthly meeting at a fish restaurant and Dirk invited us to join them. They were brought up to date on the latest Chapter information and we spent a pleasant evening in their company.

Both Jacqui and I would like to thank sincerely the members of Germany VIII for making our trip so memorable. They all made a huge effort to speak in English to us and represented the spirit of the Blue Knights by making us feel part of their Chapter and including us as one of their own. In particular we would like to mention Dirk and Marita who arranged a barbecue at their home for us and took us on an evening tour of Bremen which was beautiful.

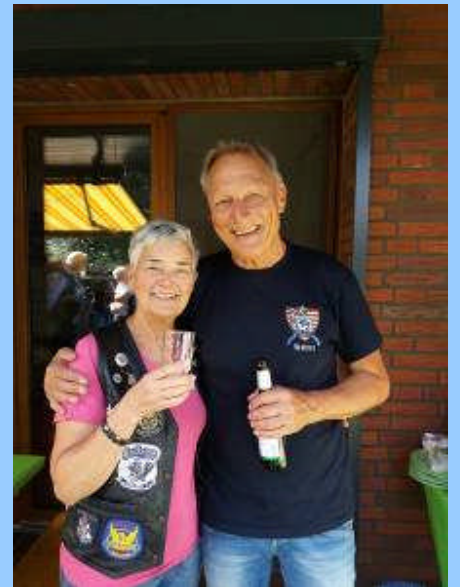
Hubi's wedding to Nina Schumacher was at the historic and stunning Schloss Ritzebuttel in Cuxhaven. We were very privileged to be at the ceremony attended by close family. Toasts to their future lives in bubbly and lunch at a nearby Italian restaurant followed. Who would have thought that when we met Hubi approximately 11 years ago we would be guests at such a romantic event?

That evening we were joined by other guests for their wedding reception including, of course, Blue Knights. A buffet of traditional German food was served, along with plenty of drinks to toast the happy couple. Once again the celebrations lasted until well into the early hours. You need plenty of stamina to be a Blue Knight!

Hubi's Wedding cont

Who would have thought that when we met Hubi approximately 11 years ago we would be guests at such a romantic event?

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See, Be Seen and Avoid:

Comparing aviation and motorcycling - the case a variation in lighting. Dr Chris Riley, England VI

Doctor Chris compares being seen in a small plane, with being seen on a motorcycle and suggests a few solutions.



In this article, I consider the need for a different method of motorcycle lighting to reduce right turn collisions.

Training, speed limits and road condition are widely accepted as significant factors in reducing accidents but my contention is that motorcyclists' safety could be improved by a renewed focus on the issue of visibility.

The Hurt Report (1981) suggested that a significant reduction in accidents was achievable by use of motorcycle headlamps and the wearing of high visibility jackets. This safety benefit has unfortunately declined as most cars in the U.K. now have bright daytime running lights and those of motorcyclists are often no longer distinguishable, particularly in urban settings.

I suggest a solution, based on the see, be seen and avoid model. I have adopted fresh perspectives from my experience of flying and motorcycling.

See, Be Seen and Avoid: continued

Introduction Both of my sports, flying and motorcycling, share many similarities. At 16 I obtained both a glider pilot's licence and a full motorcycle licence. Both required the acquisition of relevant knowledge and the development of skills. Once these were sufficiently mastered, we had to demonstrate competence by passing a test. These days, pilots are no longer trained in clapped out ageing fighter aircraft. Training today involves instruction in a range of aircraft, propeller, turbojet, then progressing to jet aircraft.



In motorcycling, learners are now restricted to low power machines and higher levels of testing. Some argue that the lack of power in a 125, or restricted larger bike, leaves the solo learner vulnerable; others maintain the limits are essential as speed creates more risk. In each case, learners' progression is monitored either by an instructor in the back seat of the aircraft or riding behind a gaggle of two wheeled learners. There are many areas where the trainee pilot is at a distinct advantage over the novice rider. For example, when an RAF pilot is conducting low flying exercises at 250 feet above ground level, he is separated from civilian pilots who are restricted to 500 feet. There are also military air traffic zones over military airfields, which other aviators must gain authorisation to cross. Also, when aircraft land and take off, there are no obstacles to fly round. Learner riders, however, must negotiate lamp posts and other street furniture, or face oncoming traffic. The levels of risk are significantly different.

Through this article, I want to suggest changes to the law, allowing motorcycles to use flashing white front and red rear lights to improve conspicuity in certain road conditions. In aviation, it makes good sense to make your plane as conspicuous as possible particularly when entering or leaving a busy area. Normally a pilot will only use a flashing anti-collision light. Their landing and navigation lights aren't normally switched on. Why not, one might ask, turn everything on, as birds and other aircraft will appreciate and benefit from you being more visible?

As a glider tug pilot, I regularly fly through busy skies and use every means possible to see and be seen. Gliders don't carry lights because their batteries can't be charged. They appear pencil thin from the front and their white bodies are difficult to pick out against white clouds. You need to be acutely vigilant in descent. Gliders have the right of way over powered aircraft. No matter who has or hasn't the right of way I'd hate to have a celestial argument with the glider pilot I'd just collided with about who was in the right. Neither of us, of course. Similarly on the road, every vehicle must be well managed whilst moving in close proximity, *look out, look out, look out* is all important.



Gaining your licence is only the first step. Obtaining a licence is only the start of your flying or motorcycling career. Experience can only be won with the passage of time and in our sport, as fragile vulnerable humans, we must hope in the new situations for an element of luck and reliance on well-developed and practised skills to enables us to safely complete the journey.

See, Be Seen and Avoid: continued

Lighting see, be seen and avoid others.

Motorcycle accident research confirms that most motorcycle collisions occur between oncoming motorcycles and emerging or right turning vehicles. Academic work in the 80s and 90s suggest that 67 % of incidents were caused by a driver failing to see the oncoming motorcycle. Evidence points strongly to the effectiveness of headlights and bright clothing being reduced by background.

The researchers concurred that motorcycle conspicuity was a complex issue, dependent on a number of factors – the urban, semi urban and rural settings; clothing; and distance away from the driver. They concluded that in a semi-rural setting, headlight use consistently enhanced motorcyclist conspicuity. However, in a cluttered urban environment the advantages of headlight and clothing use was less clear cut. This view is supported by research which suggests that dark clothing against lighter patchy areas is often more effective.

The caution is that the use of headlights and bright clothing may lull the rider into a false sense of security, each being an unpredictable aid to conspicuity.

A group of researchers in 2004 also studied crash related injuries and the use of headlights, clothing and helmet colour. It was prompted by a projection that by 2020 road collisions would become the third leading cause of death amongst middle income countries. They concluded that low conspicuity may increase the risk of crash related injuries. In the 463 case studies, which mainly occurred in urban areas, weather and night time were not significant factors as 63% of crashes occurred in daylight and 72% in fine weather. They concluded that there was a lowered risk of 37% if the rider wore fluorescent clothing and a white helmet would result in a 24% lower risk. Three quarters of riders had their headlights on at the time of the collision.

Road Vehicle Lighting Regulations. There are a growing number of motorcyclists, having seen the benefits on bicycles, are starting to use flashing bike lights in addition to their normal dipped headlight when they are riding through heavy traffic.



But the Road Vehicle Lighting Regulations 1989 says that motor vehicles lamps should show a steady light, unless it's an indicator, emergency vehicle headlamp, a warning beacon or special warning lamp fitted to a Police vehicle. **So flashing lights on bicycles or motorcycles are illegal.**

I have seen some Microlight aircraft flying with a bright flashing light on final approach. My observations of this on the ground and while flying was very positive. I picked up the aircraft because the light was bright and flashing. There was something also about not expecting to see a flashing bright white light in that part of the circuit. Fortunately there are no Police Aviation Traffic Units deployed to ticket the unsuspecting pilot.

But what if the lights are attached to clothing, then they aren't mounted on the motorcycle so one may argue that they aren't subject to the lighting regulations.

In conclusion, within the confines of this short paper I've not examined the physiological function of the eye and brain in obscuring observations. Rather it is my belief that motorcycle conspicuity may be enhanced if the regulatory framework would allow for the use of flashing lights to the front and rear of the motorcycle.

The experimental phase

I've started the experimental phase by only using lights at danger points rather than at all times. In this example cars which were about to pull out in front of me stopped, they were turning from lane 2 into lane 1 because their lane onto the motorway was blocked by standing traffic. They had wheels turned and they were moving up till when the lights were deployed, had I fitted a camera the example would have more impact, maybe next time.

See, Be Seen and Avoid: continued

Because of legality I decided to use lights only when there was a clear risk of not being seen and when their use would not present a danger to others. In this case drivers were reliant on their wing mirrors to see me and they were stopped in a line of traffic in lane 2. There were lots of background colours that would mask my bike and the yellow jacket I was wearing. Headlights were on at the time and it was 08:30 in the morning during rush hour traffic.



I observed that when the lights were deployed cars stopped creeping into lane, brake lights were on. In my opinion the two additional flashing lights at the front gave a good degree of protection, they appeared to halt movement in front of me. My motorcycle was seen by motorists who may have pulled out in front of me, as a result of their deployment the six cars indicating didn't do so. Lights were then turned off after the danger was cleared.

Obviously I was unable to interview the six drivers to check my findings so all I have to go on is that wheels stopped turning as the lights were deployed.

On the Air Ambulance ride I positioned myself as last man on the Marshall's ride out, we were strategically placed using the second drop method. There were 30 Marshall's so quite a long group of bikes. As you know sometimes such a group slows then speeds up, cars behind the last man don't see the length of the group. Some drivers become impatient and in addition to getting very close, attempt an overtake but of course this is impossible on rural roads or in town. Often overtaking cars force bikes to give way, a chaotic situation simply because drivers don't see the length of the group on rural roads until it's too late. If the group were cars there may not be the same problem.

So; on the ride I decided to use the lights as I thought it would improve safety. Cars maintained a gap behind me and didn't attempt to overtake. As the group diminished in length and became more obvious I turned the lights off.



So my conclusion is that prior to light deployment, cars came close to the back of the group, one or two tried to overtake but were caught in the stream. But the use of lights to mark the rear of a long group of motorcycles worked very well indeed.

My First Ride To The Wall – Tom Elliott; UKIC Chairman



I don't think there's a biker in England who hasn't heard of the Ride To The Wall, or RTTW. This event is to remember the lives of soldiers who have lost their lives in conflicts since WWII, including the Bosnian conflict, Iraq and Afghanistan. It is an event that raises money for the upkeep of the National Arboretum that includes among its memorials, "The Beat" remembering the lives of Police Officers killed on duty.

This year was the 10th anniversary of RTTW. I had never been, but this year I decided to go and registered on the RTTW website. I was pleased to see that The Blue Knights were included in their drop- down list of Bike Clubs attending. I nominated my start point at Donnington services at 11.00 am.

At 10.00 am I left home as it was raining heavily and made my way to the RV point. On arrival at the services I was met by several hundred bikes. I formed up with the others and at 11 we were marshalled out of the car park by members of the Harley Owners Group Sherwood Chapter. In the rain we rode out along the A50 and onto the A38 towards the Arboretum.

As we passed under Bridges we were cheered on by onlookers and supporters waving banners and flags. Entering the Arboretum we passed "Blue" an ex serviceman in uniform who saluted us as we rode past him. He stays in this position for every bike that passes in memory of a fallen comrade. His commitment is exemplary. We were directed into a designated parking point where we left our bikes. Parked behind me was Chris Riley from England VI.

RTTW Continued

After a brief chat we walked into the Arboretum where we saw the several thousand other bikers who had arrived. Included in this crowd were a number of Blue Knights who had travelled from far and wide. Including several English chapters as well as members from: Guernsey, Scotland and Wales.

At 2pm there was a moving memorial ceremony that was simple and in keeping with the event. After a cup of tea, a few photos and a bit of a walk round I left for home, a bit wetter than when I started but glad I had made the effort.



For further information about the event you can look at the website <https://www.rttw.org>

Closer to Home - Neil Hallam tells his family of a Nottinghamshire Police loss.

The Arboretum has had extensive work completed since last year and this led to a change of parking area for us. For the Blue Knights attending, it was a very poignant change. We parked on The Beat, a tree lined avenue, commemorating all of the Police Officers lost in the line of duty.

As always, my son Darren and Granddaughter Emma had accompanied Elaine and I to RTTW. Walking along The Beat, towards the main event, one of the commemorative plaques caught my eye. Many of the plaques and trees along the Beat have been placed by individual Forces, generically recognising our colleagues who made the ultimate sacrifice. But this one bore the name Christopher McDonald. I had tears in my eyes as I relayed the story of my Force's first officer to be killed on duty.

Chris was a 19-year-old Probationer, who had only served for eight months when on 17 May 1978 he was killed with his own truncheon and a brick after chasing a suspected burglar. The enthusiastic young officer had responded to an alarm at a jeweller's shop in Worksop during his night shift. At the scene he saw the suspects and chased them towards the River Ryton. Whilst other officers were travelling, Chris radioed in to say he had caught the suspects. But nothing further was heard from him.



A search was launched and his body was found later that morning in the river, just 200 yards from the scene of the burglary. Later that day Peter Loveday was arrested and convicted of murder and sentenced to life imprisonment.

In 1979, the Christopher McDonald Trust was launched. Each year selected officers benefit from the trust by taking part in an outdoor pursuit training and educational scholarship to encourage teamwork and personal reflection.

In 1980 PC McDonald was posthumously awarded the Queen's Commendation for Bravery.

Memorial plaques for PC McDonald are in Worksop Police Station's reception and in Bridge Street in Worksop town centre. A memorial stone in the grounds of our Headquarters reads Spectemur Agendo, which means **'By your deeds may you be known.'**

Germany XXXV Rally – Todtnauberg Jacqui Buxton – England VI

Six from England VI – Brian and Anne Collins, Phil and Dilys Laing, Graham and I - travelled to the European Convention in Rome via a Rally with Germany XXXV so that we could meet our long-standing friends from Germany VIII, Dirk Wegner and Marita. The well-attended rally was held at a hostel in the beautiful village of Todtnauberg but we chose to stay in a hotel about one kilometre away, which we highly recommend if you are ever in the Black Forest area.



The Chapter made us very welcome and we enjoyed an excellent buffet with plenty of choices of dishes and refreshments. The disco later in the evening was held in a marquee following the exchange of gifts and presentations to their charities. It was a real pleasure to see the inauguration of a new member of Germany XXXV; welcomed into the Chapter with a formal ceremony including his 'knighting'.

We went on the coach tour on Saturday which included a boat trip and visit to a schnapps museum – much enjoyed by all – and no need to ride bikes afterwards either! A well planned and enjoyable day, helped by the good weather.



Germany XXXV continued



Enjoying our cruise on the Schluchsee.



Dirk and Marita from Germany VIII.



The two beneficiaries who received financial and practical support from the charity.

That evening we met up again at the hostel to enjoy another buffet featuring local dishes made from local ingredients and spent another extremely enjoyable evening catching up with old friends and making new ones.

Another excellent weekend thanks to the efforts of the members of Germany XXXV before we moved on to our next accommodation in Austria on our very memorable 2018 tour



Visiting Presidents' photo-call after the presentation.

Events Section

April 2019



Blue Knights England XIV



St George's Weekend Rally 2019

To be held at the Walton Park Hotel in Clevedon
19th to 21st April 2019

This prestigious annual England XIV event will again be in the attractive North Somerset town of Clevedon for our 2019 St George's weekend. The Walton Park Hotel is an excellent venue with an enthusiastic team. Its cliff-side location has wonderful views overlooking the Bristol Channel towards the Welsh Hills.

The price for the weekend (bed, breakfast and evening meal) will be £145 per person (single room supplement applies). The gala dinner, only, will remain at £40 per person, and the special rate for extra nights will be £60 per person, per night, which includes Dinner, Bed and Breakfast.

This is our main charity fundraiser of the year. Last year's event was highly successful and raised £500 for Freewheelers, and £760 for UK COP5.

Dress Code: Black Tie

Book on line at: www.bkengland14.org.uk
Non-refundable deposit of £100 per booking (£50 single)



May 2019

UKIC Convention Rally 2019

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.



Motorcycle Gangs – Faces of Organised Crime

3rd to 7th June 2019

IPA Study Centre, Gimborn, Germany (near Cologne)



Neil Hallam opens this week long Biker Gang Seminar, with his lecture: *In the Beginning, There Was Hollister.*

Speakers are from English, German, Dutch and Scandinavian Police Forces

Far from the glorified biker image, gang structures have developed worldwide within certain motorcycle club scenes that have entered into an unholy alliance with organised crime. The situation is aggravated by cultural conflicts among the various gangs; and by attitudes that proscribe any cooperation with the police and judiciary. The seminar provides information about the latest developments in the scene, and shows the forms and main focal points of criminal gang activity. It sheds light on the differences between gangs and organised crime, and presents police intervention in the fight against this form of gang-related crime.

450 € non- IPA members | IPA Members: 300 € full board & course fees



International Police Association - Section UK Motorcycle Group International Rally



27 - 30 June 2019



**Storthes Hall
Huddersfield University**

Cost: per night -

Single occupant - (Bed Breakfast Dinner) = £55 (3 nights = £165)

Double occupants - (Bed Breakfast Dinner) = £100 (3 nights = £300)

- Bed
- Breakfast
- Evening Meals
- Entertainment



Non-refundable deposit of £55 or £100 on application

Balance to be paid by 31st March 2019

**For more information, booking form and methods of payment, please contact
Section UK Motorcycle Group Treasurer on 2019ukmcrally@gmail.com**





**BK-LEMC Wales I
Announce their 2019 Summer
Camp on the weekend of the
5th to 7th July 2019**

Book your pitch directly
with the
campsite via their website:
<http://appleorchardcampsite.co.uk>
or call 01452 760618



LAW RIDE MEMORIAL WEEKEND 26/27/28 JULY 2019

Blue Knights England XI are proud to Announce their 17th LAW RIDE Weekend and Law ride 2019 in support of UK Care of Police Survivors (COPS).

Following the success of moving away from the Traditional Camping weekend this year. We are building on this and are now holding the event in 2019 at The Roman Way Hotel, Watling Street, Cannock, Staffordshire. WS11 1SH. <https://www.romanwayhotel.co.uk/>

The price for 2 nights, 1 person sharing is the fantastic £99. B&B and Evening Meal.

This price is for staying two nights only.

Price for One Night, 1 person sharing B & B plus evening meal is £60.

Single Rooms are available but are obviously more expensive.

There will be Entertainment both nights. Saturday Nights Live act has already been booked.

We will be having a ride-out on Saturday, and an organised visit to places of interest nearby.

The Law Ride to the National Arboretum will be departing from the conference centre on Sunday Morning.

A **50%** deposit secures your place. The balance to be paid by June 15th.

Booking enquiries and booking form request to Tom Elliott UKIC Chairman
thomascgelliott@gmail.com.

The banking difficulties we experienced this year have been overcome and we are now fully prepared to accept your bookings and prompt payments.

We have already ordered Law Ride Pins and they will be available in advance of the event.

Law ride T Shirts will be available and can be ordered in advance.

Blue Knights England 2

Presents

Cops & Robbers 9

*September 6th-8th
2019*

BOOKINGS BEING TAKEN

Military Accomodation



Free Bar

Live Bands

On Site Catering

Limited to 200 spaces

£60_{PP}



Email: copsandrobbersrally@gmail.com