

THE SIREN

**OFFICIAL PUBLICATION OF THE
MUNICIPAL MOTORCYCLE OFFICERS OF CALIFORNIA
SEPTEMBER 2017 SIREN**



"Safety or Sorrow"
The Choice is Yours



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MUNICIPAL MOTORCYCLE OFFICERS OF CALIFORNIA

YOU ARE CORDIALLY INVITED



TO ATTEND THE ANNUAL

MMOC CIOPPINO FEED

SAN JOSE POLICE OFFICERS ASSOCIATION HALL - 1151 NORTH FOURTH STREET, SAN JOSE

MARCH 10, 2018

\$47.50 INCLUDES

Cioppino at it's best

"NICOSIA'S FAMOUS SAUSAGE" (PASTA & SALAD)

Chicken on Request

FEATURING SPECIAL GUEST

COMEDIAN MICHAEL MANCINI, WORLD'S FUNNIEST COP!!!

AND

DANCING with MUSIC PROVIDED BY DJ RYDELL WILLIAMS

Make Checks payable to MMOC Cioppino Feed & Mail to:

MMOC CIOPPINO FEED, P.O. BOX 531,

San Lorenzo, CA 94580

DOORS OPEN at 6:00 PM

TICKET PAYMENT POSTMARKED BY: MARCH 1, 2018

NO TICKETS SOLD AT DOOR

HOLIDAY INN

1350 N. 1st Street, San Jose, Ca 408 453-6200

Mention: MMOC For the Group Rate

\$109 + Tax (Includes Airport Shuttle SJ Airport)

Remove and Return with Payment (PLEASE PRINT CLEARLY)

Name: _____ Spouse/Guest(s) _____

Department: _____ Number in Party: _____

TO Reserve FULL "Table of 8" List All Names. Use back page if necessary. Write **"Chicken"** next to Name

***Requesting CHICKEN IS AN ALTERNATIVE TO CIOPPINO**

PHONE: _____ EMAIL: _____

***TELEPHONE OR EMAIL WILL BE USED TO CONFIRM RECEIPT OF PAYMENT / RESERVATION**

The 24th Annual MMOC Ride

OR

Caltrans And NDOT Snafu's And A Comedy Of Errors

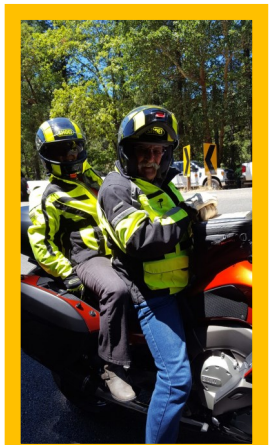


Coastal redwoods flourish as canopy; damp fog shrouds visibility yet comfortably chills core temperature at sea level. Transport to granite wall canyons heading inland containing a raging snow-melt river far below and morph to hell's kitchen heat in high desert. Seldom traveled roads through barren topography of indigenous peoples holy land give way to a 9624 foot mountain pass allowing gravity to deliver us once again towards the coast after traveling through some familiar and often aromatic bovine grazing country. Amazingly diverse sensory overload. Magnificent, *with caveats!*

Our meet and greet in Healdsburg Sunday, July 9, featured a grandiose surprise birthday party dinner sponsored by Santa Rosa's Past President Keith Thomas for longtime girlfriend Carol Feldner (she turned 18) and unknowingly was a prelude to epic Caltrans folly beginning Monday. Countless dozens of single lane defile road closures for soil erosion, paving repair or road realignment, some noted on their website, most *NOT*, dotted the entire northern California region for our first 3 days. California 1 and U.S. 101 were the most impacted, frequently with successive closures within 2 or 3 miles of each other *AND* often on steep inclines/declines of tight radius curves, recurrently off camber, too! Inland, Nevada DOT was not immune to ridicule, either. Read on.

Past President Terry Blumenthal had whipped out his magic Ouija Board late last year, prior to winter storms of epic proportions, to conspire a clockwise and interesting route from Healdsburg to Gilroy via Eureka, Weaverville, Red Bluff, Susanville, and then Pyramid Lake in Nevada to Fernley. Next up was Bridgeport, Sonora then Firebaugh into Gilroy; remarkably, no four AAA maps or like number of GPS units were in agreement on routing through certain areas as multiple choices of short cut, long-cut and no-cut were readily available. Some old, some new, and good for you if you knew, for few of us had a clue!

Limericks notwithstanding, Terry, myself, Rhoda, Cliff Heanes (and where was his riding partner and soulmate Mickie? Home licking her wounds from a DFO 3 days earlier on San Jose's Mt. Hamilton!), Arizona's Baron Laetzsch and Joe Waid, Nebraska's George and Barbara Firchow, Jeff Heanes, Nick Nicosia, Ohio's Lynn and Kay Waid, Dewey Presnell, Nevada's Director and MMOC Webmaster Doug Wayne, Oregon's Steve and Irene Armbruster, Mary Ann Mann, Director Mark Murray and Utah's Andy Huffman bobbed and weaved and zigged and zagged across vast plains of ever-changing topography, scenery as varied as our states of residence, choice of steeds and riding style. Multiple Harleys, a lone BMW and singular Honda, a new Ford Raptor, GMC and Dodge, too. And out of LAPD, retired 37 year MMOC member Dave





Szabo ventured north to meet us in Susanville for lunch and join our scenic ride past Pyramid Lake in Nevada's Virginia Mountain range into Fernley.

Rowan and Martin's Laugh-In character, the raincoat-clad leprechaun that continuously fell over on his tricycle, did an encore performance twice on day one. Lynn and Kay Waid suffered road rash on a gravel-strewn slow-speed curve and not 50 miles later, Jeff Heanes once more mimicked Arte Johnson, flopping his Harley on a tight steep-camber 5 MPH uphill curve that came to an abrupt stop, yet again, thanks to Caltrans' ignorance of motorcyclist safety issues. Day two heading to Red Bluff was a relief with the carnage now hopefully behind us (ahem) and far less traffic and road construction; mostly new tarmac offered the opportunity for some of us to twist the throttle on glorious 299, 3 and 36. Some even took in the spectacular scenery; with a 0700 departure out of light fog and a gradual transition to low 90's, the weather was phenomenal. Blumenthal would receive a PM call from his wife Mary informing she tripped over one of their sausage dogs and was in a temp cast awaiting surgery Wednesday afternoon. He was dutifully in the wind the next morning.

Wednesday we headed towards Fernley, Nevada, with a breakfast stop in Susanville. First we had to motor through "Hossfeld Curve", a narrow and winding section of Ca 36 about 40 miles east of Red Bluff that is wonderfully challenging yet has caused much bodily injury to motorists over the decades, including our own Bob and Vi Hossfeld in 2005. There is now a massive 5 mile cut and fill realignment project underway. Dave Szabo, today living in Reno's Mount Rose area, met us at breakfast where our months old debate of road surface suitability on the north western flanks of Pyramid Lake were great cause for discourse. He has ridden the area several times and AAA Maps generally support his statement: 35 to 45 miles of Nevada 445 and 446 are graded gravel yet passable with caution. Despite weeks of calls to Nevada DOT and BLM, they never responded to phone messages. At the 11th hour, Mark Murray put the issue to rest with a chance call to the Pyramid Lake Rangers Station. Miracle of miracles, a real live non digitized warm-blooded mammal answered. To paraphrase....it's never been paved (!) and with last winter's monsoon rains, numerous sections



are now impassible with 30' wide and 10' deep washouts. Resolute end of discussion!

Because some of the aggrieved and grumbling “we” still wanted to visit Pyramid, the lake that is the sole terminus of the 121 mile Truckee River from Tahoe’s North Shore Basin and to this day is near overflowing its banks, Szabo came up with plan B; a long-cut version of US 395 to McCarran Blvd to Pyramid Way. Yes, the first 10 miles heading back northeast through Spanish Springs had horrific traffic in the ever expanding north Reno and Sparks area but we eventually found the solitude of no traffic on the last 35 miles. At 30 miles long, 9 miles wide and 356 feet at its deepest, Pyramid is (now?) a massive body of water thanks to epic winter storms. We finally chalked off another bucket list item, albeit only 10 miles of shore-line and eventually motored another 19 miles to our Fernley hotel. With a steamy indoor pool and increasingly warmer weather outside, we ordered in Chinese food

(in Fernley?) from 2 sources for a lobby party. Need you ask?

Sonora calls this Thursday morning via the west flank of Nevada’s swollen Walker Lake. Thanks to Doug Wayne’s expert guidance, he corrected my erroneous Utah-bound course and got us on the correct path after an unnecessary 40 mile sightseeing venture. There’s hundreds of square miles of lush grazing pastures and tranquility as we follow the curvaceous and raging Walker River. Burger Barn in Bridgeport offered up its namesake delicacies for lunch. Damn, they’re out of Dad’s Root Beer which stopped absolutely no one from gorging themselves. Cresting lightly trafficked Sonora Pass at 9624’ in elevation, with the tightest sections behind us, it was time to find a pull-out for a photo op on the western slope; massive snow banks in the background provided the Kodak moment we sought. Up pulled the Armbruster’s who had got caught behind a slow moving RV and you guessed it, they too flopped over on a crawling curve. Steve professed to know better, but out of earshot and hopefully print too, admitted he prefers solo riding....oops! Click, click for pictures, drop the hammer and soon we’re poolside in Sonora. A wonderful 90 degrees, cool water and MMOC pizza, what’s not to like?

One more day of optimistically incident free road-tripping into Gilroy found us, ahem, once again circumnavigating a 20 mile stretch of gravel road on our 50 mile out-of-the-way long-cut route through barren Firebaugh. We practiced our parade formation U-turns on pothole infested dirt to remain on asphalt and beat feet back on I-5 to Ca. 152 and over the Friday afternoon traffic infested Pacheco Pass. A relaxing shaded stop at windy yet tranquil San Luis Reservoir was a nice respite as a prelude to the motoring insanity into Gilroy. An introspective pool side chat, dinner and good byes were in order for we were going in multiple directions early morning.





Five days on the road rubbing elbows *and* 6 nights of elbow bending have a way of bringing out critique, criticism (mostly constructive), humor, insanity and barbs; camaraderie was excellent throughout. Much conversation centered on the *vast* riding improvement of Andy Huffman. When he surfaced last year at Cedar City after a 35 plus year hiatus off a bike, Andy's riding had regressed from his Oakland Motor days and was visibly unstable as was his personal being. AT 74 YEARS YOUNG, he self-critiqued, bought a new 2016 Harley Street Glide Special and spent the last 10 months attending 5 (!) riding schools, HD Basic and HD Advanced, twice. Courses at the Utah Highway Patrol Academy and the City of Ogden Motor School put the frosting on the cake. Many of us had never witnessed such an amazing short-term transformation and to a man, we were happy and proud of and for him! The other side of the coin: By unanimous vote, the most deserving of the D. Brown His Own Self Acid Tongue Award



was Oakland's own Dewey Presnell. *Somehow* he landed on Motors in October, '85 and worked (?) more than 20 years of Leather God duty, the majority in our Commercial Enforcement Unit, the very detail I commanded and slaved at [**a bold face lie! Ed.**] for 14 years. Since 1985, Doug Wayne, myself and countless *former* friends gave him MMOC applications out the wazoo, mailed them too....all to no avail. Well, just 2 weeks before this 24th ride kickoff, Quartermaster Cliff Heanes got Dewey's weathered, fondled, spindled, faded and mutilated application in the mail with a PayPal script. Talk about sleeping under a rock for 32 years! We'd be remiss if we

didn't chide Dave Szabo, too. Thirty seven years of membership and he finally smelled the roses, inclusion on an MMOC ride. Welcome aboard.

Next year's destination? By unanimous vote, check the eastern and southern slopes of Washington State's Mount Rainier off your bucket list; wonderfully diverse roads and scenery await us. With at least 2 nights of layover in Kelso we're afforded the opportunity to revisit Mt St. Helens once again. Some poolside pundit suggested for this significant 25th anniversary and my final ride leadership-role, we procure commemorative monogrammed T-shirts; from my perspective and logistically, a pain-in-the-ass but doable. Let me know if that should be a go.

A heartfelt thank you one and all for your participation, and particularly those that ventured far distances to be part of our adventurous group. True dedication.



D. Brown, His Own Self at hos6350@sbcglobal.net

Law Enforcement Officer's Safety Act, often referred to as H.R. 218 and LEOSA



Hello to all.

It is hard to believe that we are over half way through the year and summer will soon come to an end and we will start preparing ourselves for the Holiday Season. I thought time went fast when I was working, but now a week is like two days and a month like a week. Amazing!

My last article I promised that I would touch a little on the personal liability protection for retired officers permitted to carry a concealed firearm in the State of California and Nationwide under the authority of the Law Enforcement Officer's Safety Act, often referred to as H.R. 218.

The following information is from a 2014 article by Garrett W. Zimmon, a Director for the Los Angeles Retired Fire & Police Assoc. The article concerns Firearm Liability Coverage, which I truly believe a person should consider, especially in this day and age of political correctness and the way people look at police shootings, whether active or retired. Even though written in 2014 the information is still pertinent.

Because a shooting in defense of life is considered an "intentional act", homeowner's insurance usually will not defend you in a civil claim if you use your firearm in defense of life and will not defend you if it results in a criminal action filed against you.

There are basically two kinds of policies: First type, a legal defense fund policy – will cover costs for defense of a criminal or civil action against you (unless it is an intentional criminal act). It only provides legal representation. You are responsible for paying any awards, judgments or settlements that result from the civil case.

The other type of coverage is an insurance policy that provides both criminal and civil representation excluding intentional criminal acts. It indemnifies you for civil awards, judgments, or settlements up to the limit of the liability amount of your policy. These policies for retired officers are for the officer's personal **non-work** related liability and **Do Not** cover incidents arising out of employment or professional services.

There are two organizations out there that provide affordable liability coverage and who have a business model that supports their long-term business sustainability.

#1 – Police Officers Research Assoc. of California (PORAC) Legal Defense Fund (LDF). To be eligible for the coverage you must apply to be a Retired Associate Member (RAM); member fee is \$28 per year and there is an additional cost for Firearm LDF coverage. LDF coverage will only provide legal representation. For additional info see www.PORAC.org."

#2 - Second is Public Servants Defense Agency (LEOSA) Defense Plan. This plan offers personal liability insurance (underwritten by Lloyd's of London) for retired law enforcement officers. This plan provides legal representation to handle any civil action brought against policyholder as a result of their use of a firearm in self-defense. There are indemnity provisions within the coverage, providing payment of any awards or settlements due to an adverse finding by the court. (This is subject to liability limits chosen).

The LEOSA product also offers reimbursement for legal fees incurred by the policyholder in the event he/she becomes the subject of a criminal case. A portion of these funds will be provided in advance to assist the insured in retaining counsel, securing bail bonds, etc. Certain restrictions apply. For more detailed information and cost of LEOSA Self-Defense plan go to agency's product-specific website (www.leosains.com) or call PSDA toll free at: 888-304-1201.

The above information should be considered, especially if you intend to carry concealed as many retired officers do. Even if it is a few hundred dollars a year it is cheap money if one becomes involved in a shooting for the protection of life. We have all worked too hard for the things we have and the family we love. Please give it some thought.

I know that many law enforcement agencies in California issue their retired officers CCW authority upon retirement and it is usually only good for the State of California, but should you decide to carry concealed outside of the State you must qualify annually and meet the guidelines established under HR 218 in order to carry concealed. (Still there are places you may not carry, ie: Federal buildings & States with very strict gun laws one being New York City.

I believe most departments, like the Los Angeles Police Department, will allow qualification for HR 218 and give you proof of qualification, which should be carried with one while traveling. For further information it is suggested to check with the department from which you retired and if no qualification is available a quick check on line will provide certified instructors and shooting ranges available.

Sadly we live in a litigious world, I sincerely hope you find the above information useful and take the precaution of securing firearm liability protection.

Jim Davis
MMOC Director

