



The Siren

OFFICIAL PUBLICATION
OF THE MUNICIPAL MOTORCYCLE OFFICERS OF CALIFORNIA
September 2019

From the Porch of The President

Doug Wayne - OPD - Retired

This last July I met Cliff Heanes, our Quartermaster, at MMOC's storage locker in San Lorenzo. I had never been there and wanted to see, firsthand, exactly what was inside so we might be able to purge everything and do away with that \$1800 annual storage fee. Although, after seeing everything crammed in that locker, which included forty-four boxes of old files, instantaneously zapping my enthusiasm, I came across a GOLD MINE! As I moved this 75 lb. box, I felt the need to find out why we were keeping a box of cement. To my amazement I found it contained many yearbooks, including the original, "Official Relief Annual 1930" from the "California Municipal and County Motorcycle Officers Association." Ironically, not a week before, I had

solicited some historical background as to MMOC's origins from both Gene Gray and Dennis Brown. Unbeknownst to me, that information would be right in front of me in this 1930 book. Thomas Lofthouse, MMOC's first president, spelled out everything I needed to know. Everything I had previously seen or been told indicated we were founded in 1928. President Lofthouse wrote in this first annual yearbook, MMOC was founded in Los Angeles on January 23, 1930. In 1930, the initial year, MMOC had four-hundred seventy-seven members, which is over one-hundred more than of our current membership. Please see President Lofthouse's original message to the members later in this issue and also "The Objectives of the Municipal

Motorcycle Officers of California” from the 1965 yearbook. For those of you attending the annual convention I will have these year-books, as well as the others, for your perusal.

Continuing with this historical comparison theme, at the zenith of our organization, circa 50's - 80's, membership exceeded two-thousand. Today, we have three-hundred fifty members. Over the years we have had many MMOC sponsored events; Annual Christmas Party, Day at the Races (horses, not NASCAR), Campouts, Day on the Bay, BBQ's . Now we are left with the Cioppino Feed, the Annual Ride and the Annual Convention. The Cioppino Feed, by far, is the largest attended event of the remaining three, getting between eighty to one-hundred fifty people annually. However, less than half of the attendees are actual MMOC members. This year's Annual ride had a total of eight participants and the annual convention has had less than thirty attendees for many, many years.

Now, I do not know what the financials were back in the day (and is really not germane to the discussion), but I do know what they are at the present. Up until the last nine years, and dating back as far as anyone can remember, MMOC used professional fundraisers. We also hired those annoying telephone solicitors, working out of our office, to raise funds in MMOC's name. The last professional fundraiser we parted ways with was found to be less than honorable in his dealings, which is why we parted ways. Since then, the

Board of Directors has chosen not to retain the services of any professional fundraiser. Personally, I have an ethical problem hiring a professional fundraiser to solicit funds for our organization's three remaining events with our only charitable endeavor, a \$1000 donation to the annual “Every 15 Minutes” campaign. With the majority of us being retired most, if not all, of the MMOC's objectives listed in the 1965 yearbook are a thing of the past. We are left to be a “social” organization. I'm not saying that is a bad thing, but I am saying I have a problem asking people outside our organization to donate to MMOC.

So, why do I bring all this up? I bring it up because we, as an organization, have to decide how long we want to exist and what direction to which we want to proceed. These are the issues we will discuss at the upcoming convention. In the Jan 2020 Siren issue I will pass on any feedback or decisions we make regarding these issues. If you'd like to contact me direct, please send me an email at dwayne@mmoc.org or leave a message at (707) 948-MMOC (6662) and I will get back to within a day or two.

The Humor Corner

Speeding?

A police officer pulls this guy over for speeding and told him that his eyes were blood-shot, and asked him if he'd been drinking.

The guy said, “Your eyes are glazed, have you been eating donuts?”

The 26th Annual Ride – A New Beginning

As of this writing, we (all 8 of us) just finished the 26th Annual Ride. This year, Director Ed “Dewey” Pressnell coordinated the ride. This was his first as coordinator, following Dennis Brown’s stepping away from those coordinating duties. With the exception of Baron Laetzsch, we all met Sunday afternoon in Gilroy. As Dewey and I were unloading the bikes a very strange sight appeared in the parking lot. I heard a quiet purr approaching and then there it was, a stark shiny black Porsche 911 pulling up with none other than HOS, Dennis Brown. I was pleasantly surprised to see he was accompanied by his lovely wife, Rhoda, so only half of me was bummed out. Shortly thereafter we saw Steve Armbruster (Bakersfield PD), who rode down from Oregon, as well as Cliff Rezentes (Antioch PD) and Kent Dalrymple (SFPD).

The “new” format for this year’s ride was to have everyone choose their riding groups, preferably 4 or 5 riders, and take off at their own time and pace to meet up later at the next hotel. As it turned out, that wasn’t necessary since our numbers were so small. We all (except for the Brown’s) rode together. Our second night was in Atascadero, where Baron Laetzsch (LAPD) was awaiting. He rode from Show Low, AZ. If you’d like a recommendation for a very nice hotel in Atascadero, I’d have to say our hotel, SpringHill Suites, would be a good choice. The rooms

were fantastic, as well as the accommodations. The only caveat is for those who like to imbibe in the spirits while at the bar. Have your credit card at the ready. Those prices were a bit steep, unless you’re used to big city taverns.

The next day, enroute to Simi Valley, we encountered some darn good riding on SR-166 & SR-33 through the Transverse Ranges. Our first stop, and always a must for me when on SR-166, was the Santa Barbara Pistachio Company. As we relaxed outside in the shade, eating pistachios, we soon realized that we really didn’t have a “chase vehicle” as that black shiny Porsche 911 sped away, not to be seen again until we got to our Simi

Valley hotel. In all honesty, we didn’t need a “chase-vehicle” and who could blame Dennis for wanting to challenge himself on those great roads at the pace he was going for, instead of going slowly behind those darn BMW and Triumph motorcycles.

A full day in Simi Valley allowed all of us to take in the Ronald W. Reagan Library, which was amazing! It also allowed some of us, okay me, to rush over to the Harley dealer and get a new rear tire replacement. Cheap screw that I am I thought I could scratch out another 500-700 miles before I got back to



Minden. However, after Cliff pointed out the tire's baldness, I thought better as I knew I was going to have to ride that HD at a break-neck pace just to keep up with Dalrymple's BMW. Good choice on my part. Thanks Cliff!

The last two days were spent in Victorville. My goodness has that place grown. My only past encounters in Victorville were as I passed through the outskirts on SR-395 going to or from the SoCal area. As we got into Victorville proper, I realized this was a much larger city than my initial assessment. The population must be close to 150,000 people. Before our Friday ride we got to join the Ridgecrest rock-and-roll festival as we experienced a 4.7 earthquake. Of course, for us 1989 Loma Prieta Bay Area earthquake veterans, that was no more than a good bout of flatulence! After our very nice breakfast at the Belgian Waffle House in Lake Arrowhead Village, our "not-so-chase-vehicle" once again left us to our own devices.



Saturday morning, we were off early to beat the 104 ° heat, as we all headed home. Some went north, some east, and some went west but we all left with some good stories knowing we had a great week of riding and camaraderie. I'd like to thank Dewey for doing a great job planning this ride, from the fantastic roads, sights, excursions, to the nice hotels. I even think Dennis approved, which AIN'T easy to do!

As Dewey would say, Fino al prossimo anno!
(In Oregon)

Doug Wayne

P.S. I later heard I wasn't the only recipient of the LOM Award (given to me many times by my old motor squad partner) as one of the others, who shall remain nameless, also had to stop, prior to making it home, to get a new tire. (LOM = Lack of Maintenance)

Upcoming MMOC Events

**Cioppino Feed
San Jose POA Hall
Saturday, 21 March 2020
(see flyer in this issue)**

2019 "Every 15 Minutes" Awardees

**Quincy High School—\$500
Canyon High School—\$500**

The Humor Corner

Password

I was in a couple's home to fix their internet connection. The husband called to his wife in the other room for the computer password. "Start" with a capital S, then "123", she shouted back.

We tried S123 several times, but it didn't work. So, we called the wife in. As she input the password she muttered, "I really don't know what's so difficult about typing Start 123."

Our Association and Its Objects

By Captain Thos. S. Lofthouse, President of the Association

FOR several years past there has been a steadily increasing desire among the municipal motorcycle officers of the State of California for an organization whose sole purpose would be to further the welfare of such officers individually and collectively, to stand behind them in time of distress, to represent them as a body in safety movements and legislation and, withal, to be non-political. This desire, fanned by developments, surged forth into an insistent demand in the Fall of 1929, with the result that preliminary work relative to the formation of such an association was launched.

Conferences and surveys revealed an eager and ready group of motor officers, up and down the State, who desired to see the movement bear fruition. As a result, the California Municipal and County Motor Officers Association, was founded in Los Angeles, January 23, 1930. It was deemed advisable to restrict the membership to active motorcycle officers employed by cities and by counties who had retained direct control of their motor squads.

State-wide in its scope, the Association in its first year has enjoyed success far beyond the expectations of its founders. As the year 1930 draws to a close, our roster shows some 477 names, testifying to the marvelous tribute which the Association has received in membership support from eligible officers. Such an accomplishment could be gained only because the advent of the Association met an insistent demand and, because its principles carried an irresistible appeal to those whose interests it is pledged to safeguard and defend.

To the best of my knowledge, no similar organization ever has enjoyed such bountiful and genuine co-operation and this may be said to be the keystone of our success. As President, I, at all times, have been fortunate to have had the whole-hearted advice and best efforts of my executive associates and, we in turn, individually and collectively, have been favored with the utmost in collaboration and cooperation that our members could give. It is obvious that, with such a closely woven network of unity and enthusiasm for our cause, we could not fail to make progress. Like the founders of our country, we were fortunate in laying an impregnable foundation. Our \$500.00 death benefit, without assessments, protected the widows and orphans of our members in time of greatest need.



Our Association and Its Objects

During the year 1931, as the result of the generous support of our friends to our treasury, this benefit will be doubled. That is to say, we will pay \$1,000.00 benefits to the beneficiaries of our deceased members. Nor will there be any increase in the nominal dues, nor assessments. We are giving in like measure as we have received. We constantly are striving to make a membership more valuable to the holder and, so irresistible to the eligible non-member, that he cannot long remain outside our fold.

Another plank in our platform which has proven increasingly popular, and in which the Association was a pioneer, is our monthly meetings. These are held at various key points throughout the State, so that, members in every district have opportunity to contact the Association executives without making long journeys at the cost of considerable time and expense, and to familiarize themselves with the detailed functions of their organization. During the coming year of 1931, these meetings will be featured to an increasing degree with talks by recognized traffic authorities and safety experts.

The sole object of these monthly meetings is to maintain and increase Association enthusiasm among the membership, and to provide constructive discussions on every phase of traffic and safety work, all looking toward the ultimate benefit of our members in their daily work. It is our aim to increase the standard of the motor officer in every way possible, so that he may gain ever increasing esteem with the motoring public for his courtesy, his tact, his sober judgment and his impartiality in the exercise of his duties.

In our first year of existence, it was our good fortune to be able to hold the first convention which will be an annual event of importance in our scheme of operations. The 1930 convention held in Los Angeles in September, provided a well-balanced diversity of serious business and wholesome recreation, which far exceeded the fondest hopes of its sponsors. Our official registration of 263 members and guests for our first convention was indeed, most creditable, when our far-flung personnel is considered; and, from

(Continued on Page 89)

Our Association and Its Objects

the genuine and multitudinous expressions of satisfaction which followed in its wake, the outlook for our 1931 gathering at San Francisco is most auspicious.

Our relief work is by no means confined to the payment of death benefits, but also embraces such scope as aiding our members out of employment through no fault of their own to secure new positions, to provide immediate aid in emergency distress to members or their families, to assist our members in securing civil service protection for their positions wherever possible, and to accelerate a sentiment favorable to increased pay for the motor officer in keeping with the great hazards of his work and the abnormal cost of living under which he is struggling.

In this connection, it is pertinent to point out that, save in the larger cities, the motor officer has no protection of any kind because of the inability of the average local department to support a relief association, and it was this fact, coupled with the great benefits the Association offered, that brought such a quick membership support from the smaller centers of population.

During our first year, our Association has suffered the loss by death of four of our valued members and, in this connection, in addition to the payment of benefits, the Association provided adequate floral tributes, and furnished funeral escorts of brother officers, ranging in strength from 40 to 120 members. This final token of respect to a deceased member, in which the Association also pioneered, has earned for us widespread approval of the most favorable kind.

During our first year, the Association executives have given unsparingly of their time, their best thought and their utmost effort without salary to solidify the foundation on which we are founded, and to build substantially and enduringly. It is with pride that I am able to say that our mistakes have been few and of a minor nature, thanks to the wise counsels of our members and our friends of the business world. We have been fortunate in being able to gain and hold the friendship and esteem of many of the

(Continued on Page 91)

Our Association and Its Objects

recognized leaders in official and civil life in the State of California, and to them and their unselfish advice and support, we owe much of our success.

We meet 1931 with the utmost harmony prevailing in our ranks, with a modest satisfaction over the fine achievements of our first year, with undiminished enthusiasm for the tasks that lay before us and, with gratitude beyond measure for the lavish generosity of our legion of friends, in word and in deed, in thought and in tribute. It will be our unrelenting purpose to retain and increase the great storehouse of priceless goodwill which it is our good fortune to possess, as we enter upon our Good Samaritan duties for the coming year.



THOS. S. LOFTHOUSE

The Objectives of the MUNICIPAL MOTORCYCLE OFFICERS of California

THE collective obligation resultant from maintained organization has fixed our common responsibility to society. Today the motorcycle officers of the Municipalities of California present one of the largest organized groups recruited from kindred activities in the present-day order of things.

With the strength, the fixed purpose and collective intelligence resultant from such unity the Municipal Motorcycle Officers of California strive ceaselessly toward our objectives.

A more thorough appreciation and understanding on the part of the motoring and pedestrian public of safety regulations and traffic laws. Safety or Sorrow.

A fair and impartial, application and enforcement of the California Vehicle Code and Traffic Ordinances based on a uniform code throughout the State.

Reduced insurance rates through minimized risk of life and limb, attained by educational measures conducted through public schools and publicized by all available mediums of dissemination.

To improve working conditions of the Motorcycle Officer, thereby promoting added efficiency and an increasingly higher type of personnel. To bring about uniform and a more just Civil Service status.

Attaining cooperative aid through the various legislative bodies toward the amending and strengthening of present statutes as affecting phases of motorcycle police activities.

Added and prompt relief measures for members of the Municipal Motorcycle Officers and their families in distress.

Increased insurance benefits at considerably reduced costs.

Pension laws of a uniform character practicable in application to all officers engaged in the enforcement of the California Vehicle Code.

The sponsoring of laws providing for a tenure of office for efficient motor officers and consequent freedom from the spoils systems or political influence — insuring a standard of public service difficult to maintain under some policies or conditions now existing.

Cooperation in every phase of activity with the agencies devoted to the maintenance of Law and Order, under all conditions and with every facility at the command of the organization and with the abilities of the individual member.

The preclusion and stifling of all communistic activities. The maintenance, at all times, and at any and all costs, the inherent rights and purpose of citizenship as under the Constitution of the United States of America. To be ever mindful of the sacred duty as an American Citizen to respect and demand the respect for the Stars and Stripes — our Flag, and the country for which it stands.

Maintaining the rising mental, moral and physical calibre of the motorcycle officer throughout the area of influence of the Municipal Motorcycle Officers of California.

Living the dogma of helpful good will, as an organization, as the individual officer, both to the visiting motorist as well as to the citizens of California — with the fixed objective to attain the day when through the actual manifestation of our common purpose we shall be rewarded in the knowledge that all people recognize the motor officer as a friend and that we in turn will deserve, to the fullest, that friendship, and co-operation such understanding warrants.

MUNICIPAL MOTORCYCLE OFFICERS OF CALIFORNIA PRESENTS



THE ANNUAL CIOPPINO FEED SATURDAY - MARCH 21, 2020

**SAN JOSE POLICE OFFICER'S ASSOCIATION HALL
1151 N. 4TH Street, San Jose, CA**

\$48 Per Person Includes:

**Hosted Cocktails, Cioppino (Chicken upon request), Pasta, Salad, Bread, and
Nicosia Famous Sausage**

Raffle & 50/50 Drawing, along with Dancing and Music by DJ Rynell Williams

Doors Open at 6 PM – Dinner served at 7 PM

Deadline to purchase tickets is 7 March 2020 - **Tickets will not be sold at the door**

Host Hotel: Wyndham Garden, 1355 N 4th St, San Jose, CA 95112

Room rates: King - \$109 + tax & Doubles - \$119 (Good thru March 9, 2020)

(Includes Airport Shuttle & Complimentary Parking)

Call (408) 453-5340 use "1" for reservations (no online group reservations)

Use Group Code: **032020202** or Group Name: **2020 MMOC Cioppino Feed Group**

Please complete this section and return with your Payment (Please Print Clearly)

Name _____ Spouse/Guest _____

Department _____ Number attending _____

(To reserve a FULL "Table of 8", list names of your party on the back of this section)

Contact Cell # _____ Email _____

*** If requesting Chicken (in lieu of Cioppino) please indicate CHICKEN next to the requestor's name**

Mail your check and completed form to: MMOC - P.O. Box 531, San Lorenzo, CA 94580 (707-948-6662)



Ernest Miller Hovard

“Ernie”

May 15, 1924 - July 16, 2019

**Joined MMOC—1949
Past President MMOC — 1959**



Reprinted Obituary

Ernie Hovard, age 95, passed away peacefully at his home in Pasadena. Born and raised in Pasadena, Ernie was the son of Martha and Richard Hovard, and one of five brothers.

Ernie was a lifelong resident of Pasadena.

After attending Muir High School and Pasadena Junior College, Ernie served in the US Coast Guard during World War II.

In 1946, at the age of 22, Ernie joined the Pasadena Police Department. Soon after, Ernie would become a proud member of the Elite Pasadena Police Department Motorcycle Squad. Ernie retired as a Sergeant after 32 years of dedicated service.

Ernie was president of the Municipal Motorcycle Officers of California from 1959-1960. Ernie was a 70 year member, the longest in the MMOC's history.

While Ernie was a student, he sailed with his science class to Santa Cruz Island, part of the Channel Islands. That trip would spark a lifelong interest in Indian artifact collecting. Ernie was also an avid collector of Western artifacts and was an active member of The Westerners, once serving as Sheriff in 1969. Ernie was also a member of The Clampers, an organization dedicated to the preservation of the heritage of the American West.

Ernie married his lovely bride, Patricia Ann Callahan, on May 2nd, 1948. Ernie and Pat raised their four children in Pasadena. Together they loved to go on cruises and spend time at their beach house in Oxnard.

Ernie was predeceased in death by his wife, Pat, and his two children, Danny and Karen. Ernie is survived by his two daughters, Connie Hagen (Dan) and Julie Lachner. Ernie is also survived by his seven grandchildren.

For those of you who knew and loved Ernie, you will remember him saying, “I never had a bad day.”

What a fabulous way to live your life. May Ernie's memory be eternal.



John Palumbo

October 15, 1928

May 31, 2019

Joined MMOC—1965



(Reprinted obituary)

John Palumbo, retired marine sergeant (1948-1952) and police sergeant from Alhambra (1956-1968), passed away May 31, 2019 at his home in West Covina, California. He was 90 years old suffering from congestive heart failure and COPD, but mostly from a broken heart when he lost his wife Peggy of 67 years in February 2018. He was also preceded in death by his son Bradford Palumbo who passed away on September 11, 1994, taking another piece of his heart.

He is survived by his son Michael Palumbo of Mexico City and his wife Nancy, his daughter, Donna Curry of San Dimas, California, 7 grandsons (Jonathan, Daniel and his wife Susie, Lucas and his wife Laura, Matthew, Jason, Josiah and Joshua), 3 granddaughters (Rachel, Jordan and her husband Gabriel, and Elisa) 3 great granddaughters (Francesca, Isabella, and Aria) and 1 great grandson Michael, and one on the way along with many nieces, nephews, and great nieces and nephews.

He was a lover of dogs, Fox News, President Donald Trump, President Ronald Regan, Frank Sinatra and all things containing sugar. But mostly he loved his family with a fierce, unwavering love. He was the best dad and grandpa all of us could have asked for. May he rest in the arms of Jesus now.



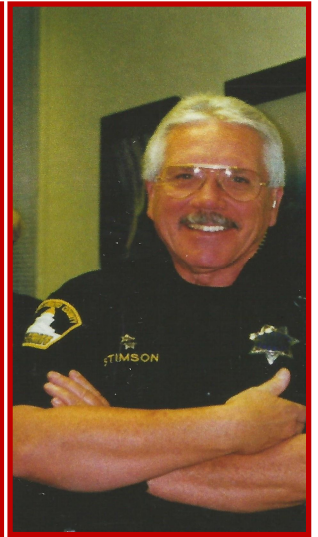
Ronald Troy Stimson

September 25, 1942

May 10, 2019

Joined MMOC

10-6-2009



(Reprinted obituary)

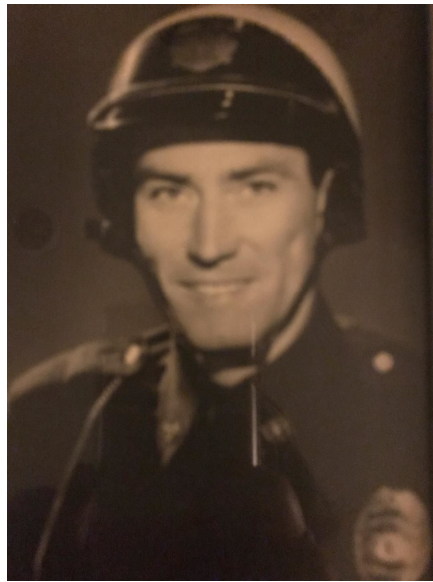
Ronald Troy Stimson was born on September 25, 1942 and passed away peacefully at 76 years old on May 10, 2019.

Ron was a resident of the Sacramento area for 46 years. He served with the United States Air Force for four years.

Ron joined the California Highway Patrol on October 10, 1967 and retired as a Motor Sergeant after 28 years. Ron also served with the Sacramento County Sheriff's Department as a Sheriff's Deputy for 10 years.

Ron joined the Municipal Motorcycle Officers of California in 2009. He was a lifetime member of the Elks and was a member of the CAL-TEX Riders. His hobbies included golfing, restoring old cars, and motorcycle riding.

Ron is survived by his wife Diedra (DeeDee), sons Troy and Brandon, grandchildren Michael, Jake, Brandon, and Ashlyn.



Neil F. (Stoneface) McCarthy

June 14, 1929

July 18, 2019

Joined MMOC—1979

Neil F. (Stoneface) McCarthy was born in North Hollywood Ca. Neil passed away at his home in Port Hueneme, CA. He attended Burbank High School, graduating in 1948.

Neil served in the Army as a Sergeant during the Korean Conflict. Upon returning from Korea he began his 30 year career with the Burbank Police Department. His time as a motor officer was his most cherished.

Neil is survived by his daughters Kathy Schnitzius, Gayle De Caro, Christine Marquis, his brother Jack McCarthy and sister Darlene Brown. In addition Neil has 10 grandchildren and 20 great grandchildren. Neil Instilled many values in those he was surrounded by and loved, including hard work, tenacity and humility.

He will be missed by many.