

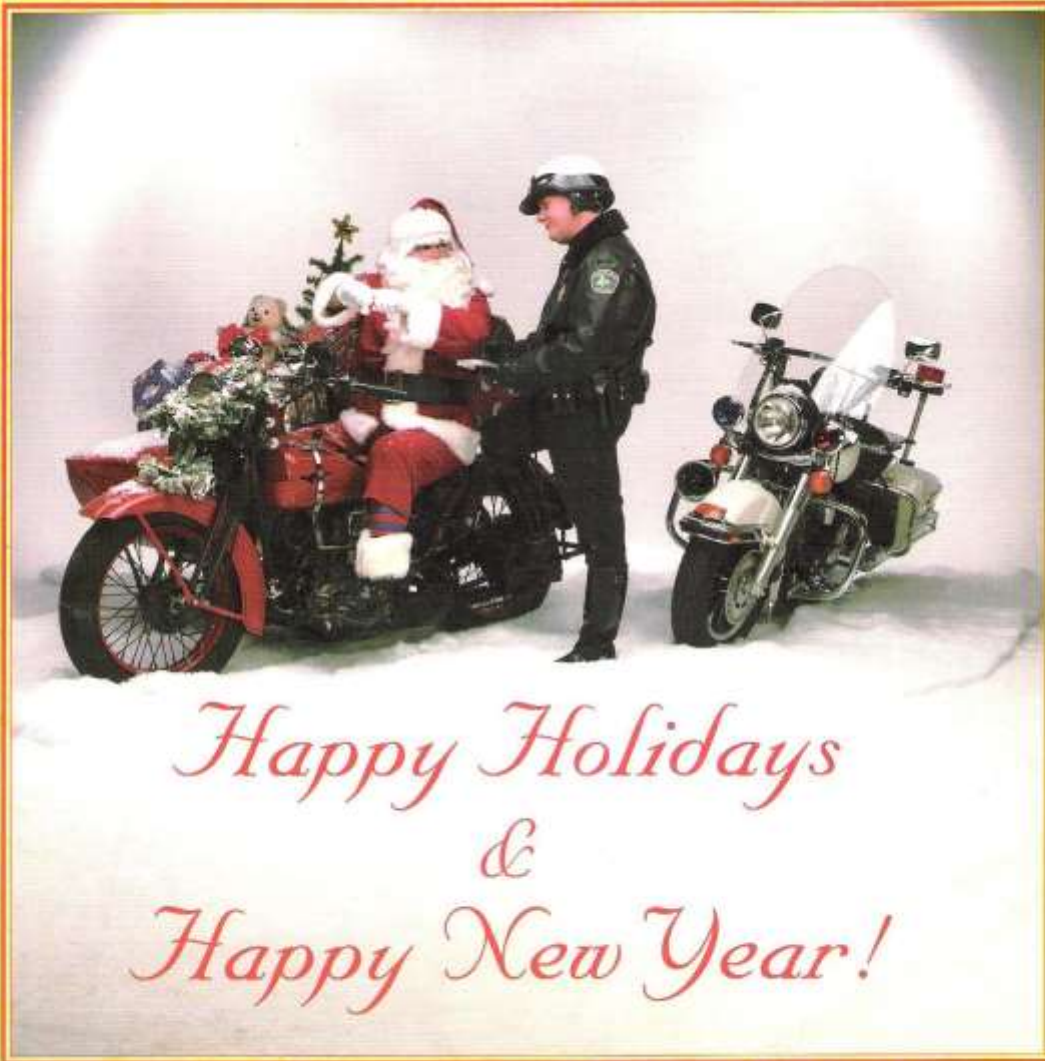
WINTER 1998 • VOLUME 11 NUMBER 5



The Mounted Officer

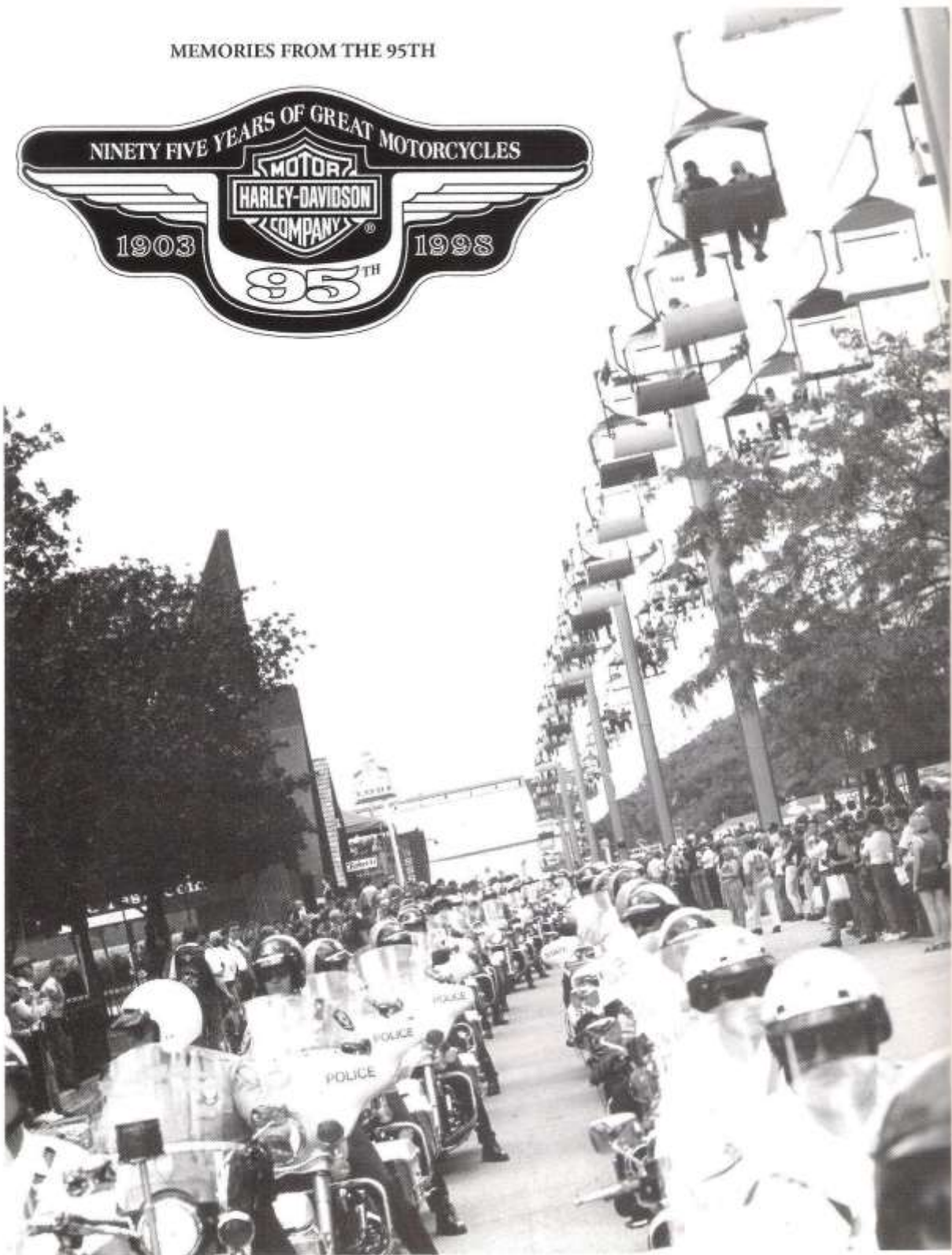
Devoted to the interests of City, County, State & Highway Departments everywhere

Harley-Davidson Motor Company - Police Sales - Milwaukee, WI



*Happy Holidays
&
Happy New Year!*

MEMORIES FROM THE 95TH



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THE MOUNTED OFFICER™

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Central Photo Co. Inc: Of Washington DC (center spread)

Sgt. Todd Ricks: US Park Police



Thank you to all who brought their Department patches along to our 95th celebration and to those of you who continue to send them to us for our collection. One wall in Police Sales is devoted to your department patches and it is an awesome sight! There are many people here at Harley-Davidson Motor Company that enjoy looking at them. Thanks again for thinking of us.



FEATURE

THE RIVERSIDE RIDE

Rick Humphreys

Trooper, Wisconsin State Patrol

Some said it was a dream come true, some said it was the chance of a lifetime. Almost everyone told me to do it. What was "it" you wonder? Being asked to be the law enforcement liaison officer for the 95th Harley-Davidson Anniversary Ride from Riverside, California to Milwaukee, WI. What's more, all my expenses, including airfare to California, were to be paid by Harley-Davidson. How could anyone, especially a motor officer, pass up an opportunity like this?

One of the biggest events in motorcycle history took place in Milwaukee this past June. Harley-Davidson celebrated 95 years of building motorcycles. Part of this celebration included five organized rides starting from different cities in the U.S. and ending in Milwaukee on June 9th. A huge parade and party was planned for June 13th to commemorate the event. These five rides weren't just fun and games though. They were organized to raise money for the Muscular Dystrophy Association through mileage pledges. It is a very worthwhile cause and one that the Harley-Davidson Motor Company has taken seriously for a long time.

Ride organizers at the Motor Company felt it would be worthwhile to have one sworn law enforcement officer on each of the five rides in case of an emergency. Harley-Davidson wanted someone who could readily communicate with local law enforcement agencies and officers along the various routes, and who better to perform this function than a bonafide law enforcement officer? Little did I know what I was in for, as this would prove to be an experience I will long remember.

When I was first asked to go on this ride I had to get permission from the Wisconsin State Patrol to take a quick vacation. I explained the situation to Sgt. Kevin Lynch and he graciously made the arrangements for my time off request. I then contacted Nick Pierce, who is the Chief Motorcycle Instructor for N.U.T.I. and asked if he had any suggestions for an assignment such as this. Nick was very enthusiastic and gave me good advice...take a piece of sheepskin along for my seat and do everything I could to enjoy the ride and help out the people I was with.



On Monday, June 1st, I was on my way to sunny California. I still had some reservations about committing to a 2500 mile motorcycle trip with a group of VIP's from Harley-Davidson including Willie G. Davidson, his wife Nancy and their three grown children, Bill, Michael and Karen. Fortunately a long time friend, Bob Powell, who works for Harley-Davidson and his wife Eileen were going to be on this trip, so I didn't feel totally alone. Another stroke of good fortune was meeting Curly Weber on the flight to L.A. Curly is the Director of Franchise Operations for Harley-Davidson and he turned out to be one of the funniest and most likable people I have ever met. Once I landed in L.A., my first big hurdle was finding transportation for the 65 mile trip from LAX to the hotel in Riverside, California. When Curly found out I needed a ride he told me not to worry as he had a rental car and would get me to the hotel. California traffic being what it is, the 65 mile long trip took almost 4 hours, but Curly had me in stitches for most of the trip and the time went fast.

Once in Riverside I picked up a brand new Harley-Davidson Police Road King that had been shipped out there for me. I figured out how to stow my gear reasonably well on the cycle (no top rack) and tried to relax a bit before attending a dinner for the Harley-Davidson core group of riders. I was introduced to almost everyone and I began to feel a little more comfortable with these people. I soon realized I was glad I was not Vince Orange who was the organizer and road captain for this ride and who also works at the Motor Company. Vince had to plan gas stops, meal breaks, dealer stops, hotel/motel layovers and everything else that could possibly be thought of for a ride of this magnitude. If everything went right, Vince would be a hero, but if something went wrong, oh well, too bad for Vince. I wonder how much Malox Vince used on this trip?

The morning of June 2nd found us lined up on the street in front of Skip Fordyce Harley-Davidson in Riverside. A throng of people were present to wish us well and make donations to the M.D.A. T-shirts commemorating "The Ride" were selling like hot cakes with proceeds also going to the M.D.A. Shortly after 10:00am Riverside Police

FEATURE



and California Highway Patrol Officers helped us onto the interstate and the journey began. After a brief stop at Victorville Harley-Davidson we were soon in the California desert with temperatures over 100 degrees. I wasn't ready for the desert heat at this point because I am a good old Wisconsin boy and it just doesn't get that hot in my neck of the woods.

We spent our first night in Kingman, Arizona where I slept like a rock after getting almost no sleep the night before. I guess I was a little too excited to sleep thinking about the journey I was involved in. We left Kingman and headed to Flagstaff, Arizona for our next layover. I soon discovered that without some type of traffic control it was going to be impossible to keep our group together at times. When we didn't have assistance from local agencies with traffic control, I would fill in as much as I could with blocking intersections and such. Our core group of riders numbered about 30 or so, but there were times when the overall group swelled to one hundred or more. Many of the riders that joined on only wanted to ride with us for a short time so they could say they took part in The Riverside Ride. Slowly but surely though, we began picking up riders who would stay with us for the entire trip. As we neared our final destination, our group grew into a pretty impressive fleet of rumbling, Milwaukee steel.

Our next stop was Albuquerque, New Mexico, where I was totally unprepared for the reception we received. I have never seen an expressway system closed for anyone but a Presidential or Vice-Presidential motorcade, but our group was the exception to the rule. The Albuquerque Police Department Motorcycle Unit guided us into downtown Albuquerque via closed expressways and streets that were completely cross traffic free. I can tell you firsthand this is one motor unit that knows what they are doing when it comes to police riding and traffic control. Any experienced motor officer can tell you that leap-frogging and blocking traffic can be extremely dangerous at times, but the Albuquerque Motor Unit made it look effortless. Everyone in our group was very pleased and thankful for the assistance we received from the Albuquerque Police Department. A special thanks to Motor Officer Felipe F. Rael who made us feel very welcome in his city.

After a special night cap party and M.D.A. auction we retired and the next morning headed for colorful Colorado. The weather was great with temperatures in the upper 70's and we all commented about the unfortunate souls taking part in the Northwest Ride who were stuck in Wyoming due to unexpected snow. We heard there was even some talk about sending in a few Harley-Davidson semi trucks to rescue this group! We all felt great though because our weather was perfect. As we approached the New Mexico-Colorado border on I-25 it became evident we were in for a change. The skies darkened and the temperature took a nosedive.

Our group stopped for gas and everyone that had rain gear put it on not only to stay dry, but to help keep warm too.

It was about this time that I noticed a young man riding shotgun in a sidecar ahead of me. I knew I was cold, but in between shivers I wondered how cold the kid in the back was. At least I had an engine to give me a little warmth. At one of the rest stops I struck up a conversation with the folks riding the bike and sidecar rig. The rider was Ken Sutton, Vice President and General Manager of Powertrain Operations in Milwaukee. Ken had his wife Sherry in the passengers seat and his 8 year old son Scott was in the sidecar. "Here is one tough little kid," I thought. It surely couldn't have been much fun riding in that sidecar in cold rainy weather, but he hung in there. In fact I never once heard Scott utter one word of discontent during our entire trip!

As we trudged on in the rainy 30 degree weather, with a little sleet and hail thrown in for good measure, I began to have a new respect for all the people I was leading. Here was a group of people who really didn't have to be out in this kind of weather. Any one of them could have said enough is enough and stopped, quit, or turned back and headed home - but they didn't. We all pushed onto Colorado Springs with one thought in mind... a nice warm room!!! Funny as it may sound, once we arrived at our motel and warmed up a little, things weren't quite so bad. Bob Powell mentioned food and about 16 of us piled into a van and went to a local eatery. I just couldn't summon the strength to get back on a cycle at this



Scenes from the 95th Anniversary

point as it was still about 36 degrees outside.

The next morning we were welcomed with snow on the mountains around us, yet we fired up our Harleys and pushed on towards our next stop: Hays, Kansas. The temperature warmed up and so did our spirits. After a while the cold rain and sleet we had endured the day before seemed like a mere bad dream. Several miles outside of Hays, we picked up an escort from the Kansas Highway Patrol. When we turned off the interstate, our police escort grew with the addition of several cruisers from the Hays, Kansas Police Department. I was very grateful for the assistance as it made my job much easier. After checking into our motel, we lined up our cycles and paraded through town to the community park for a huge picnic that included live music. The people of Hays welcomed us with enthusiastic waves and cheers.

Throughout this trip I was always amazed at the reception Willie G. Davidson and his wife and family received. Wherever and whenever he was asked, Willie happily gave autographs and posed with supporters for pictures. I was really amazed by the fact that Willie carries his own supply of silver and black marking pens in order to sign whatever color artifact is placed in front of him. It pays to be prepared I guess. From the amount of



FEATURE

people that turned out to see him, if Willie ever ran for public office, he would certainly have a lot of votes.

We said good-bye to Hays the next morning and motored towards Kansas City, MO. Somewhere along the way it started to rain and I don't think it really quit for the rest of the trip. We had a police escort from the Kansas City Police Department and they took us right to the front door of the Harley-Davidson Sportster Plant. After drying out a little Ken Sutton talked me into taking a tour of the plant and I was truly amazed at the way motorcycles are put together there. Not only is the plant unbelievably clean and neat, but every employee I talked to was happy about what they were doing. I've never seen so many really happy employees before and it impressed me.

Unfortunately, the next morning brought us more rain. Now I don't mind getting wet when I'm already out on my motor, but I just hate starting my day in the rain. Schedules must be kept though and Vince had us hit the road again heading for Davenport, Iowa. This was kind of a sad day for me though as I knew I would not be laying over with the group in Davenport that night. I had to get back to Milwaukee that evening so I could meet this group of extraordinary people back at the Wisconsin/Illinois State Line in uniform and on my State Patrol motorcycle the next day. We were met by several Davenport Police Department motor officers who just happened to be riding specially prepared Buell "Enforcer" police motorcycles. When I knew my group was in good hands and had an escort into Davenport, I struck out on my own for Milwaukee.

One has a lot of time to reflect on things when riding alone on a motorcycle and I began to think about my past adventure. We had endured all types of weather from extreme heat to almost freezing temperatures - yet we all rode on. I was indeed blessed to have made friends with a fantastic group of people from Harley-Davidson and with others not directly connected to the Motor Company. One such person that stands out in mind was the wife of our group safety coordinator. When we were packing up and getting ready to leave the hotel in Kansas City, I noticed this young lady standing by herself with tears streaming down her face. I asked her husband what the problem was and if there was anything I could do to help. He explained that not too long ago on a similar rainy day, he and his wife had gone down on their cycle after running over a slippery foreign substance on the already wet road. Unfortunately, we were going to be riding over the same exact spot where they had this accident and his wife was having a difficult time dealing with this.

I talked to this upset young woman and told her she didn't have to ride this leg of the journey, but if she decided to ride on the bike, I would do everything in my power to help her get past the spot where her and her husband went down. This remarkable woman told me she knew she had to get through this on a motorcycle, otherwise it would bother

her forever. She climbed on behind her husband, smiled at me with tear-filled eyes and off we rode. Guess what, she made it. I don't know if I will ever see this courageous lady again, but I want her to know I was very proud of her that morning.

After putting on almost 500 miles in one day, I arrived home in Milwaukee. I was cold, wet and tired, but my job wasn't finished just yet. I gave my family a thumbnail sketch of what I had gone through and hit the sheets. The next morning (it was still raining and I was beginning to smell like an old foot locker) I took off on my State Patrol FLH and rode to the tourist information center just north of the Wisconsin/Illinois border on I-90. My group arrived a little late due to all the rain, but soon we were heading out on the final leg of our trip. Our destination was State Fair Park in West Allis where the Hog Club was holding its annual rally.

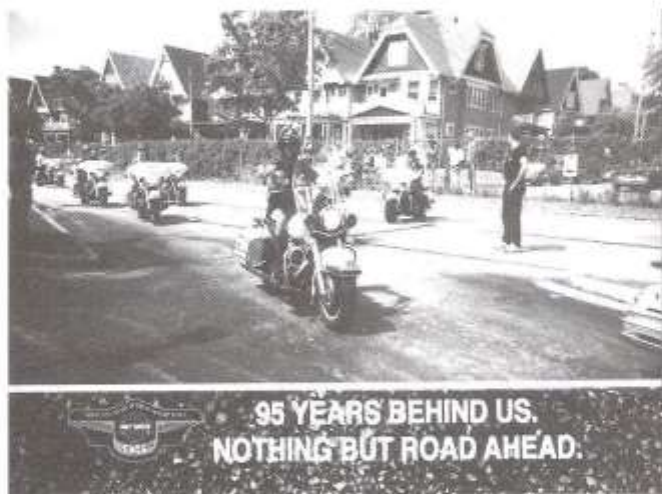
As we got closer to our destination we began seeing people standing on bridges in the rain, waving and cheering us on. I was very proud to be leading this special group of people into Milwaukee. It may have been the cold and rain, but shivers ran down my back several times - the same shivers I feel when I hear the National Anthem or watch fireworks on the Fourth of July. The Milwaukee County Sheriff's Department

and the City of Milwaukee Police Department gave us an escort into State Fair Park and as suddenly as we had left Riverside California seven days ago our ride was now over. We gave each other hugs and handshakes and congratulations flew through the air. Willie made a speech about our ride and Nancy said a few words about how happy she was to have had her children accompany her and Willie on this trip.

I would like to think this ride changed me a little and made me a better person. I also feel that I have a bunch of new friends now too - a certain camaraderie evolved between the people who made it all the way to Milwaukee.

I would like to take this opportunity to say thank you to Jon Syverson and Harley-Davidson for giving me this opportunity, and I would also like to say thanks again to Willie G. and Nancy Davidson and their terrific family. Thanks to Carly Weber, Ken Sutton and his family and Steve and Michelle Phillips who made me feel like a part of the Harley-Davidson Family. A special thanks to Bob and Eileen Powell for the help they gave me breaking the ice with everyone else. And thank you to my family for allowing me to go on this trip. It truly was the chance of a lifetime. There was a point in Colorado when I told myself to never go on a ride like this again, but truth be told, I would do it all over again in a heartbeat if asked.

One last thank you must go out to all those law enforcement officers throughout the country that helped us on this adventure. You guys and gals may have felt you only played a small part in this event, but trust me, you have my sincere gratitude. Stay safe out there.



ARTICLES



BACK IN THE SADDLE AGAIN:

BACK ON THE BIKES

Kalamazoo public safety motorcycle patrols resume after nearly a 10-year hiatus

BY MARK FISK

KALAMAZOO GAZETTE (MICHIGAN)

Officer Greg Straka strolls past his new Harley-Davidson police motorcycle, his reflection twisting in the maze of sparkling chrome. Donning a new leather coat, dark shades and a CHiPs-style helmet, Straka seems to embody the quintessence of law enforcement. He straddles the bike, turns the key and the engine rumbles softly. "These ride real nice," Straka says, gunning the gas slightly. The purr becomes a growl and Officer Straka lifts his feet off the ground as the bike peels away from the parking lot.

Lately heads have been turning to watch the leather-clad policemen on Harley-Davidsons patrolling the avenues of Kalamazoo. For the first time since 1989, the Kalamazoo Department of Public Safety is operating radar patrols on motorcycles.

"There's a long historical tradition of police on motorcycles," said Capt. Rory Heckman. The department has leased the two bikes from Perry's Harley-Davidson, 579 Portage, but officials say they hope to add more if the program is successful.

In the mornings, traffic enforcement officers Straka and partner Murphy Shearer man the two Harleys. In the afternoon, officers Timothy Randall and Eric Arrans take over.

The four patrolmen form "The Radar Team."

The motorcycle patrols are targeting aggressive drivers using advanced laser and radar technology. It's not unusual for an officer to write 40 tickets a day. "We're not out there to ticket everybody, and this is not to make money," Heckman said. "We're specifically targeting the aggressive driver; the guy weaving in and out of traffic."

There's also a public relations component to motorcycle patrols. Unlike impersonal - and often intimidating - police cruisers, there's a human element to a cop on a motorcycle. Some people wave and even cheer when the motorcycle cops cruise by. "When you're in a cruiser people wave - they just don't always use all their fingers," Randall said. "On a bike, it's different."

"It's nice, you know, the kids come up and talk to you," Shearer said. Even some of Straka's fellow officers paused at the lot this week to check out their cool-looking colleagues. "I wanted to see The Village People," joked Lt. Jerome Bryant after peeking at Straka and Shearer in the lot outside the public safety building. He walked away humming the tune "YMCA."

The men take the teasing in stride. A little ribbing is a small price to pay to get paid to do what they love: Ride motorcycles and catch speeders.

"The worst day on a bike is better than the best day in a car," Straka and Murphy said in unison.

Is it fun?

"Absolutely," Shearer bellowed.

"We're excited," Randall said. "This is a positive thing."

The impetus to revive the motorcycle patrols came from Fay Dorr, department's financial services supervisor. Dorr helped to persuade

department officials to bring back motorcycle patrols.

"It's very near and dear to my heart," Dorr said. "I sure like bikes. I used to ride myself, but never a Harley. I mean, they just don't look good. To me, they just look like the epitome of a police officer. A lot of people like the bikes."

HOG HEAVEN

Oshkosh police await arrival of refurbished Harley-Davidson

BY TARA GRUNIG

OF THE NORTHWESTERN (OSHKOSH, WI)

A drug dealer's loss has become the Oshkosh Police Department's gain.

A broken-down 1970 Harley-Davidson seized during a search by police in June 1994 and repaired by mechanics at Bob's Harley-Davidson in Fond du Lac, WI, is now a public relations tool for the Oshkosh, WI Police Department.

"When we got the bike, it wasn't much of anything," said Bob Herman, owner of Bob's Harley-Davidson. "It was a piece of junk, but we worked on it most of the winter and it turned out real well." Herman said he put about \$5,500 into the bike which Oshkosh Police will use in the department's Community Programs Division. The bike has been painted white and now bears the department's name and logo.

Oshkosh Police Sgt. Bill Schumacher proposed the idea to Herman after seeing the Harley-Davidson motorcycle the Fond du Lac Police Department uses on loan from Bob's Harley-Davidson. "I first saw the bike at a DARE conference in Fond du Lac," Schumacher said. "It really impressed me, so I talked to Bob and he said if we could find a bike maybe we could work something out."

Schumacher, the only officer who will be using the motorcycle, plans to use the bike in parades and at school and community events. As part of the contract between the city and Bob's Harley-Davidson the motorcycle cannot be used for patrol.

"Using the bike is all about breaking down barriers of how we as officers are perceived," Schumacher said. Herman said the bike in Fond du Lac has worked well and made officers more approachable to children.

"The best way to communicate with kids is to find something you both like and can talk about," Herman said. "When officers are on the bike, kids will go up to them to talk to them, but when they are in their patrol cars they walk away. When they see them on the bike, they see them as a regular guy just doing his job."

The program will be tried in Oshkosh for a year, then re-examined to see if it will be continued. Schumacher received the go-ahead from the Oshkosh Common Council last week.

Under the agreement, the city is responsible for insuring and licensing the motorcycle and for general maintenance and operating expenses. Herman said that, technically, the bike belongs to the Oshkosh Police Department, but Herman is listed as the lien holder for the bike.

Herman said the bike is ready to hit the road, but a technician will put at least 500 miles on it before it is turned over to police. The motorcycle is expected to be in Oshkosh within the next two weeks.



IN MEMORIAM

Daytona Beach Police Department NEWS RELEASE

990 Orange Avenue, Daytona Beach, FL 33

September 4, 1998

Officer Fischer was assisting with a traffic accident that involved a Volusia County Deputy and another vehicle on Interstate 95 Northbound lanes at the Bellvue Av. overpass. The Florida Highway Patrol was on scene investigating when another northbound vehicle drove into the vehicles and officers. Preliminary investigation revealed up to three (3) Law Enforcement Officers were injured. Officer Fischer was pronounced dead at the scene by Paramedics.

The Florida Highway Patrol will be handling the traffic homicide investigation and Troopers who may have been injured at the scene. Volusia County Sheriff's Office will also provide information on Deputies involved.

Officer Kevin Fischer is the first Daytona Beach Police Officer to be killed in the line of duty since 1982. His wife Kim, who is expecting their first child in approximately 7 months, survives Officer Fischer. Anyone wishing to make monetary donations may do so to the following "Special Account" at First Union 130 N. Ridgewood, Daytona Beach FL 32114 (904)254-1783 Account # 1010005818118.

Memorial T-shirts are available at "Cruisin Cafe Bar and Grill" 2 South Atlantic Av. Daytona Beach FL 32118 (904)253-5522. 100% of the proceeds will go to Kevin's family.



MARK YOUR CALENDAR...



April 17, 1999 - Pompano Beach, FL:

Southeast Police Motorcycle Rodeo Committee will celebrate its 10th anniversary at Pompano Harness Race Track. Motorcycle officers from all across United States will compete for the title "Mr. or Ms. Rodeo 1999". A Harley-Davidson motorcycle will be raffled with proceeds going to "COPS Kids" and the Muscular Dystrophy Association. SEPMRC has given \$117,460 to the "COPS Kids" program since 1991. For more info, contact Sgt. Pete Geary, Broward Co. Sheriff's Office. @ 954/786-2102.



June, 2003 - Milwaukee, WI:

Harley-Davidson Motor Company 100th Anniversary celebration. (Also celebrating 95 years of Harley-Davidson police motorcycles.)

If you would like us to mention your upcoming event in the next Mounted Officer, please send (or fax 414/343-8781) the info to: Misty Oelhafen, Harley-Davidson Police Sales, PO Box 653, Milwaukee, WI 53201.

CORRESPONDENCE



Harley-Davidson Motor Company, 3700 West Juneau Ave., PO Box 653, Milwaukee, WI 53201 414/342-4680

August 10, 1998

Concerns of Police Survivors
Attention: Mrs. Debbie Geary
P. O. Box 5
Camdenton, MO 65020

RE: THE HARLEY-DAVIDSON 95TH ANNIVERSARY REUNION

Dear Mrs. Geary:

Enclosed you will find our check totaling \$2,846 payable to Concerns of Police Survivors.

As you know, these funds were raised during an auction and raffle we conducted in conjunction with the 95th Anniversary. Those present represented law enforcement agencies from across North America. Some two hundred motor officers.

Your attendance and highly personal insight were so very much appreciated. Thank you for taking the time to visit with us here in Milwaukee and support this cause.

On behalf of the law enforcement agencies we serve we present these funds to you in the furtherance your efforts with survivors of our heroes fallen in the line of duty, in absolute support of your cause.

Wishing every success,
Sincerely,

Jon S. Syverson

The Police Sales Team

Misty Oelhofen

Brian Matula



Concerns of Police Survivors, Inc.

P.O. Box 3199, South Highway 5 • Camdenton, Missouri 65020
(573) 346-4911 • (800) 784-COPS (2677) • Fax (573) 846-1414
E-Mail Address: cops@nationalcops.org
Reaching Out To Help America's Police Survivors

August 25, 1998

Mr. Jon Syverson
Manager
Harley-Davidson Motor Company
Worldwide Police and Fleet Sales
P.O. Box 653
Milwaukee, WI 53201

Dear Police Sales Team:

Concerns of Police Survivors truly appreciates your special efforts that resulted in a contribution the amount of \$2846.00 for COPS.

Too often we hear that death benefits paid to surviving families are the answer; but benefits don't bring about the emotional healing that occurs when survivors are free to express their feelings and share their grief with others who understand. Your donation of \$2846.00 will help fund this important part of the healing process. COPS' programs for survivors include our National Police Survivors' Seminars, our annual "C.O.P.S. Kids" Summer Camp, our annual Parents' Retreat, scholarships for surviving spouses and children, our national peer-support network, and our new Outward Bound experience for surviving children aged 15-21.

This contribution of \$2846.00 will be given special recognition during National Police Week 1999 activities so that attending survivors will know of your efforts.

Thank you for supporting COPS.

Sincerely yours,

Suzie Sawyer
Executive Director

If you are interested in starting a chapter or would like information on how to get your chapter more active, contact:

Chapter Coordinator
Mrs. Trudy Chapman
P.O. Box 651
Dewey, AZ 86327
(520)632-7765
copstc@northlink.com



EVENTS

LAW RIDE '99

May 8, 1999



Motorcyclists and motorcycle riding Law enforcement officers from around the U. S. are invited to Law Ride '99. Help us honor those heroes who have fallen in the line of duty and their families.

Law Ride '99 includes two motorcycling events:

On May 8 there will be a charity poker run to benefit The National Law Enforcement Officers Memorial Fund. This run is about 100 miles long and provides riders the best in local riding and scenery. Special Law Ride plaques and other prizes are awarded at the end of the ride. This year will be the first time this event has been sponsored by and hosted at a Harley-Davidson Dealer! Registration is 9:00-11:30 at East Coast Harley, 222 Fraley Blvd, Quantico/Dumfries, VA 22026, (703) 221-3757. (Directions: from the intersection of the Capitol Beltway (Rte 495) and I-95 in Springfield, VA go south on I-95 and take exit 150A (Rte 619 east, labeled "Quantico-Triangle"). Proceed to the traffic light at Route 1. Turn left on Route 1 and go 1 mile to East Coast Harley on the left.)

On May 9, Law Ride's second event honors those law enforcement officers killed in the line of duty and demonstrates our support of both their families and those who continue to serve. This group-ride departs RFK Stadium in Washington, DC, passes through the streets of the Nation's Capitol, and ends at the Law Enforcement Officers Memorial. Staging begins at RFK at 9:00 and the ride departs at noon.

Contact: MPO Gary Lyons c/o
City of Falls Church Police
300 Park Ave.
Falls Church, VA 22042
Phone: (703) 5364784

Special Law Ride accommodations: Quality Inn Governor
\$55/room/night (regularly \$85)
6650 Arlington Blvd.
Falls Church, VA 22042
Phone: (703) 532-8900

Law Ride website: www.crosslink.net/~SoFCEMS/lawride.htm

WHO WILL HONOR THEM

As I sit at the computer today, I realize that Law Ride '99 and National Police Week are only about six months away. What this means personally is that my stress level and emotions will begin to rise almost daily. With every teletype I read about another officer killed, I can't help but wonder if I'm doing enough to honor my fallen comrades. Am I doing my part to get other officers interested in coming to National Police Week? What can each of us do to convince our departments to become more involved? Don't the families of these fallen officers deserve our full support? Aren't we all in the Law enforcement family?

Who will honor them if we don't?

Please, take some time and approach your staff. Remind them of the price paid by our fallen brothers and sisters. Remind them how important this week is to all of law enforcement. Convince them to allow you to participate. We must support the families of those who have given their all in the protection of our communities. **IN THE LINE OF DUTY.** The public may not really understand, but you and I do.

Who will honor them if we don't?

If you, or someone in your department, is interested in Law Ride '98, please contact me. You don't need to be a motor officer, your department doesn't need to have motors. You can come in a department cruiser, or ride your own motorcycle. Just come here and be part of an event that honors the more than 14,000 names etched on the wall we call The National Law Enforcement Memorial.

The officers, their families, friends and departments need your support. We all do.

Fraternally,
M.P.O. G. Gordon Lyons
300 Park Ave.
Falls Church, VA 22046
(703)241-5053
Law Ride@aol.com

GALLERY



SIOUX FALLS, SD POLICE DEPARTMENT

On April 24, 1998, the Sioux Falls Police Department took possession of three 1998 FLHP Police Harley-Davidson Motorcycles. They obtained these three new Harleys through a creative lease arrangement with local dealer, J & L Harley-Davidson of Sioux Falls, S.D.

The enclosed picture was taken in front of City Hall after a ceremony involving Mayor Gary Hanson, taking possession of these motorcycles from Jim and Lonnie Entenman, of J & L Harley, The Motor Officers shown are (L - R): Officer Scott Burke, Officer Al Schneider, and Capt. Tom Olsen. This presentation took place during a 40 hour Motor Officer certification course certifying 4 additional Motor Officers for our Department.

The Police Department feels very fortunate to have these new Harleys added to their fleet. As anticipated, we are finding a very positive response to the Harleys throughout the community. The Officers assigned to the Harleys are very impressed with the ride, handling, and quality, and are quite proud to be riding Harley-Davidson.

ANN ARBOR, MI POLICE DEPARTMENT

We're pictured here on a recent trip to Washington D.C. for Police Memorial Week, in May. My partner (Rick Cornell) on the left and I rode the 545 miles from Ann Arbor, Mich, on our dept. 1998 Road Kings. We made the trip to honor one of our fellow officers, Kenneth Payne, who was killed in an on-duty motorcycle accident in 1946.

As part of the yearly ceremony, officers from throughout the country participate in numerous motorcycle rides and escorts throughout the week. The U.S. Park Police and Secret Service were generous enough to allow us in front of the White House with our police bikes and then cleared the sidewalks for this once in a lifetime picture.

Andrew P. Zazula, Ann Arbor, MI Police Dept.

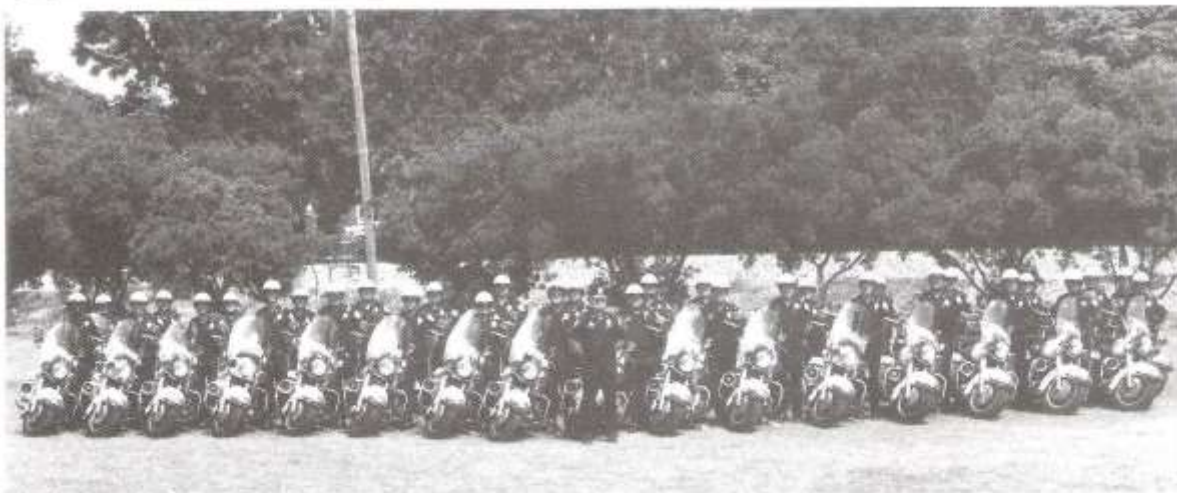


SAN FRANCISCO, CA POLICE DEPARTMENT

The San Francisco Police Department motorcycles present an awesome sight as they line up in perfect order in front of the Dudley Perkins Co. long time Harley-Davidson dealership in San Francisco, California. San Francisco now operates forty Harley-Davidsons, with plans for more on the way!



GALLERY



JEFFERSON PARISH SHERIFF'S OFFICE, LA (Motorcycle Section) Commander: Major Richard Kron directs 33 riders.



U.S. PARK POLICE (1998) Washington, D.C.

Harley-Davidson Police Motorcycles

By Jon Syverson, Manager, Worldwide Police & Fleet Sales, Harley-Davidson Motor Company

To trace the history of the police motorcycle is to trace the very history of Harley-Davidson Motor Company. The popular company, based in Milwaukee, Wisconsin, is where William Harley and Arthur, Walter and William Davidson built their first production motorcycle in 1903. The first motorcycle completed 100,000 miles for five owners, and over the next years Harley-Davidson motorcycles became known for their dependability and performance. Police Departments soon began to recognize the advantages that motorcycles have for police use.

Harley-Davidson police motorcycles are continually refined to meet the changing needs of law enforcement agencies in America and around the world. Today, features like low maintenance belt final drive and our reliable Twin Cam 88 Police engines make them among the most inexpensive to operate in the industry. Low operating costs and high resale value are major assets for municipalities.

Harley-Davidson currently serves over 1,500 departments in North America and law enforcement agencies in more than 30 countries worldwide. Through it all, some things haven't changed: The gleaming chrome; the pure Harley-Davidson design; the rumble of the engine. It's a combination that, for 90 years of Police motorcycles, has been commanding a level of respect unequalled by anything else on the road. A motor officer shouldn't have to settle for anything less!

Since Harley-Davidson began making police motorcycles in 1908, sales to law enforcement agencies have provided invaluable brand name recognition and tacit endorsement from some of the hardest-riding motorcycle users in the world. Throughout this century, Harley-Davidson police motorcycles have been continually refined to meet the challenging needs of discerning domestic and international police users, while achieving additional incremental sales, and maintaining uncompromising profitability for its shareholders.

Harley-Davidson has introduced the new Twin Cam 88 engine for the 1999 model year. With the introduction of the first new engine in 15 years, the four and one half year project has produced one of the biggest changes to the "Big Twin" family. Durability, power, strength and stability are the improvements customers will notice on their 1999 Police motorcycles powered by the new Twin Cam 88. The engine remains



a 45 degree, air cooled V-Twin, push-rod mill, however has over 400 new component parts to provide a more powerful, durable, and reliable 1450 cc. Exhaust and intake ports have been reworked to optimize emission and thermal characteristics. The new powertrain offers increased performance, quiet mechanics, better oil circulation, and increased durability.

For the first time in Harley-Davidson's history, the engine is designed for performance upgrades, complemented by high performance kits and

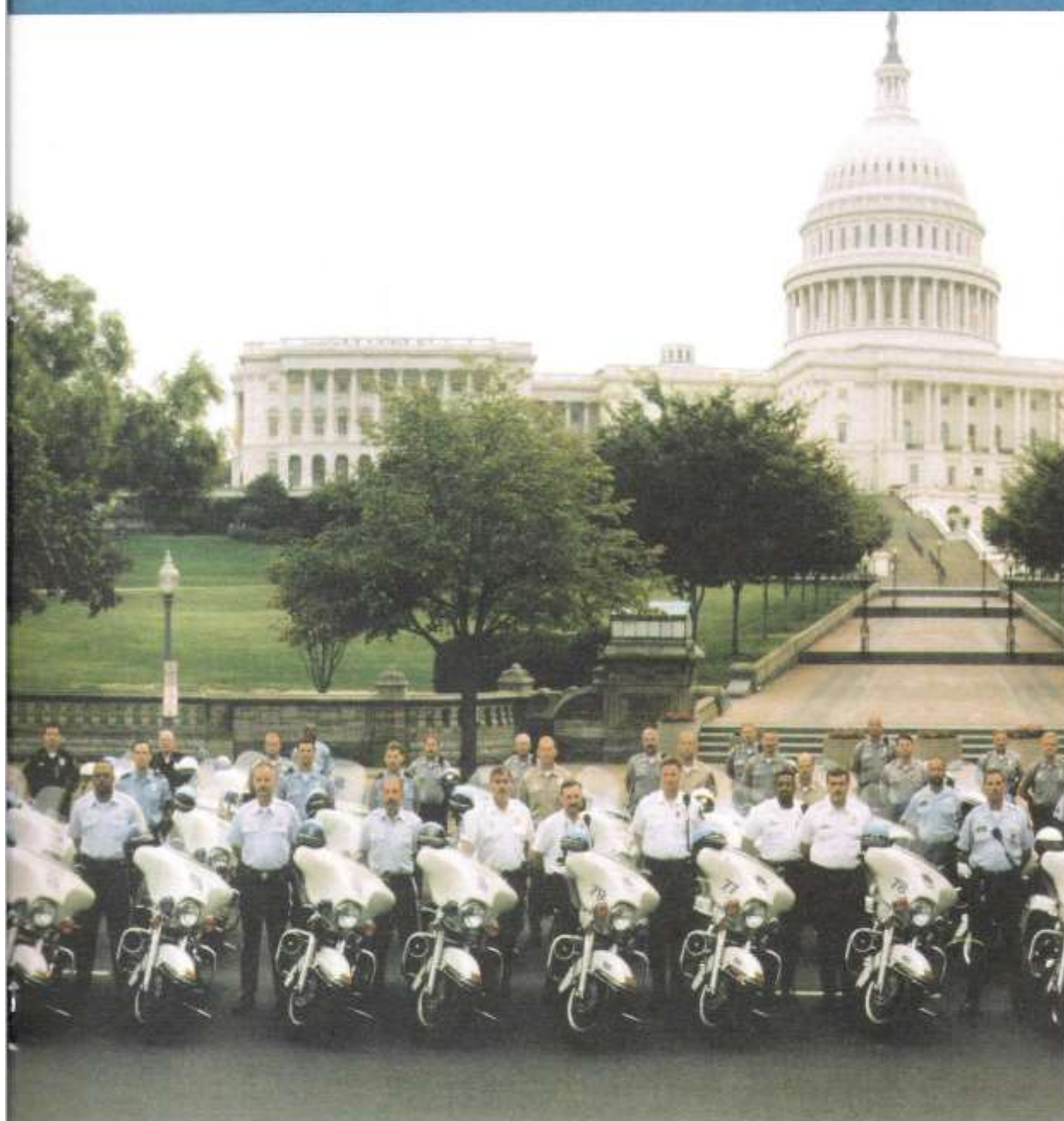
individual performance parts released in conjunction with the engine's introduction. The new engine is utilized on the entire police line. The FLHP Road King features a carburetor engine, while both the FLHPI Road King and FLHTPI Electra Glide are fuel injected.

Since 1908, Harley-Davidson police motorcycles have seen 90 years of duty along with millions of miles in service to law enforcement agencies around the world.

From Toronto to Sao Paulo, from Seoul to New York City, our Police motorcycles continue to build on their legendary reputation by providing superior performance and the reliability needed to withstand the rigors of everyday duty. There is something undeniably right about a cop on a Harley-Davidson...







**19TH ANNUAL MID-ATLANTIC POL
SEPTEMBER**
HOSTED BY THE U.S. CAPITOL POLICE, THE U.S. PAR



ICE MOTORCYCLE COMPETITION
19, 1998
K POLICE AND THE D.C. METROPOLITAN POLICE





1936 KNUCKLEHEAD



1948 PANHEAD



1966 SHOVELHEAD



1984 EVOLUTION

INTRODUCING

THE 45-DEGREE POLICE V-TWIN ... AIR COOLED PUSH ROD ENGINE.

Doesn't sound any different than our current engine, right? However, these characteristics, and only about 20 of the new engine's 450 component parts, are the only Evolution-related specs that remain on the all-new, more powerful, more durable, more reliable Twin Cam 88 Police 1450cc engine.

Improvements have been made to virtually every part of the engine. What we didn't change is the fact that it's a 45-degree V-Twin, air cooled, push rod engine. These are the boundaries set for the development of this new engine because they have been synonymous with Harley-Davidson since the first V-Twin was developed in 1909.

The first new engine in 15 years, this four-and-a-half-year project has produced one of the biggest changes to the Big Twin family in our history.

We addressed every issue law enforcement customers have had with our past engines and then some!



TWIN CAM 88 POLICE - LOADED WITH IMPROVEMENTS

1999 TWIN CAM 88 POLICE



COMBUSTION CHAMBER



COOLING JETS



50% MORE
FIN AREA



CAM COVER



CHAIN DRIVE
TWIN CAMS



OIL CIRCULATION
SYSTEM



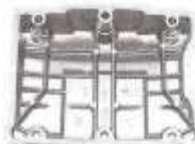
EXHAUST



JOINTS ON
TRANSMISSION
HOUSING AND CRANKCASE



STRAIGHT
CRANK PIN



ROCKER BOX COVERS



*Durability,
the improve-
ment in their 1999
the new 1*

INCREASED

Increasing the
and modifying
reworking the
performance fi-
tion, the ex-
to optimize
while supply
changes con-
single-fire in-
new, bigger
ing.

MORE RE

The Twin
new piston
mal manage-
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ring area ad-

QUIETER

We all know
is, so, don't
Harley-Dav-
are the quiet
box covers (a
component
are chain dri-
ter sealing

BETTER O

An all-new
and actual
engine. This
eas.

DURABLE

Improved
a stronger
mission. 7
than ever
stiffness. 1
tough seri-
varied mo-
ity added
for the du-

power, strength and stability are improvements customers will notice on 7 Police motorcycles powered by Twin Cam 88.

ED PERFORMANCE

he displacement from 1340cc to 1450cc, increasing the bore to stroke ratio, combined with the combustion chamber equals higher performance for the new Twin Cam 88 Police. In addition, exhaust and intake ports have been reworked for emission and thermal characteristics, resulting in increased power output. Other contributing factors to increased performance are a new ignition system and cool-air intake from a new air cleaner that boasts a front intake open-

LIABILITY

Cam 88's 50 percent more fin area and cooling jets allow for better engine thermodynamics. Also, a stronger crankcase and inner-rod straight crank pin with more bearing surface to its reliability.

MECHANICS

How important the sound of our engine is, worry. The Twin Cam 88 Still says "all right!" What riders will be pleased with fewer mechanical noises, due to cam and rocker functioning as covers instead of as working parts of the engine. Other noise improvements include twin cams, improved firments and bearings throughout the engine to prevent oil leaks.

IL CIRCULATION

oil circulation system improves oil flow by filtering the oil before it goes through the pump, ensuring cleaner oil gets to the critical at-

LITY

durability on the Twin Cam 88 comes from the connection between the engine and transmission. This connection is more rigid and stronger before for improved powertrain and chassis. In fact, the engine went through a very series of 25,000 mile tests at 80-plus mph. More motorcycle testing at our Talladega Test Facility up to a total of more than 2,000,000 miles of reliability test portion of the development.

BUILT-IN PERFORMANCE UPGRADES

In addition, for the first time in Harley-Davidson's history, this engine is designed for performance upgrades, complemented by high performance kits and individual performance parts released in conjunction with the engine's introduction.

ONE IMPROVEMENT AFTER ANOTHER

Another major change this engine symbolizes is the bridge between the old and new way of designing products at Harley-Davidson. This project helped invent many of the improvements to our product development system.

BY THE PEOPLE, FOR THE PEOPLE

This did not all happen by chance. The vast improvements to the Twin Cam 88 are a result of engineers talking with employees and customers from all perspectives to learn about the improvements they'd like to see, as well as extensive interaction with Manufacturing, Marketing, Purchasing and Customer Service to determine what should be done and how we can accomplish it. This engine truly is designed by the people, for the people. We didn't just develop this engine according to what Engineering wanted. We worked with several departments and hundreds of employees to make the right changes the right way.

1999 FLHTPI™ ELECTRA GLIDE®



1999 FLHP™ & FLHPI™ ROAD KING



GALLERY



CUSTER COUNTY SOUTH DAKOTA

Sheriff Jim Daggett on patrol on his Harley-Davidson during the week of Sturgis '98.



NEW YORK CITY POLICE DEPARTMENT

Officer Al Ferriso the overall event winner at the 19th Annual Mid-Atlantic Police Motorcycle Safety Competition, September 19, 1998 in Washington, D.C. (hosted by the U.S. Capitol Police, U.S. Park Police, and the D.C. Metropolitan Police.)

INTERNATIONAL CHIEFS OF POLICE CONVENTION Salt Lake City Utah, October 1998



Sgt. Jeff Gravier of Utah State Police with his H-D used as a display.



Some of Salt Lake City area's finest.



KOREAN NATIONAL POLICE

Receive the delivery of 105 Harley-Davidson motorcycles





TRAINING

HARLEY-DAVIDSON

1999 POLICE TECHNICAL

TRAINING SCHEDULE

Enrollment for the Police Technical Training Classes is open to all technicians employed by police departments using Harley-Davidson motorcycles. Participants should be experienced due to the nature of the preventative maintenance and troubleshooting curriculum offered.

CLASS #	TYPE	DATES	LOCATION
#1150	Twin Cam 88	January 18-21, 1999	Milwaukee, WI
#1423	Police 'A'	May 11-14, 1999	Orlando, FL
#1424	Police 'B'	May 17-20, 1999	Orlando, FL
#1425	Police 'A'	June 8-11, 1999	Milwaukee, WI
#1426	Police 'B'	June 14-17, 1999	Milwaukee, WI

Classes will run from 8:30 am to 4:30 PM. Class size is limited to 12 students per class.

Class #1150 is for the Twin Cam 88 engine and a prerequisite of class 'A' & 'B' are required.

LAW ENFORCEMENT OFFICER SERVICE ORIENTATION

CLASS #	TYPE	DATE	LOCATION
#1427	Orientation	May 6-7, 1999	Milwaukee, WI

Classes run from 8:30 AM to 4:00 PM, including Friday. There will be a Harley-Davidson Motor Company plant tour during the training.



HARLEY-DAVIDSON

1999 POLICE TECHNICAL TRAINING

ENROLLMENT APPLICATION



CLASS #: _____ COURSE NAME: _____ STUDENT'S NAME: _____

SOCIAL SECURITY NUMBER: _____ POLICE DEPT. OR MUNICIPALITY: _____

JOB TITLE: _____ BILLING ADDRESS/ATTN TO: _____

CITY: _____ STATE: _____ ZIP: _____

CONTACT PHONE NUMBER: _____ CONTACT FAX NUMBER: _____

HOME MAILING ADDRESS

(for Mounted Officer and Training mailings)

NAME: _____ ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PLEASE LIST ANY SPECIAL REQUIREMENTS: _____

PLEASE FAX COMPLETED APPLICATIONS TO: 414/343-8781

TRAINING

1998 TRAINING REVIEW

By: Nick Pierce NUTI
Chief Instructor

By the time you read this our 1998 training year will be over. For the first time in the history of the program, we will have trained in excess of 200 police officers. This doesn't include the 180 plus officers that we trained during the 95th anniversary in Milwaukee in June.

Our classes include an 80 hour Police Motorcycle Operator, a 120 hour Certified Police Motorcycle Training Officer and our latest offering, a 40 hour Survival Skills For The Motor Officer program. The Traffic Institute, Northwestern University

continues to provide the Operator and Training Officer courses. Heckler & Koch Firearms International Training Division provides the Survival Skills program. All courses continue to be offered with the cooperation of Harley-Davidson Motor Company, Police Sales. Without the support of Harley-Davidson, none of these courses would be possible.

We believe that our Operator and Training Officer courses have improved in recent years. We are producing better riders today than in the past. Since we began dedicating 80 hours to Operator Training several years ago, we are able to spend more time in all phases of the training. We have noted a vast improvement in the quality of our students with the additional time, especially in their braking and our slow cone patterns. Our certification criteria has also been strengthened. Students must achieve a 75% on their skills test and must also be able to negotiate each and every exercise. Even so, our success rate still exceeds 90%; in other words, nine out of ten students pass the course.

Even though our students are much better riders going out than they were coming in, we still need to remind people that all we've really accomplished in two weeks is to provide them a foundation on which to build. To become and remain an expert rider, a person needs to practice what they've learned in our program and also need a significant amount of street riding experience. People need to be reminded that the skills to safely operate a motorcycle are perishable. Those officers that don't continually practice these skills will see their ability to properly react to vari-

ous street situations suffer. It is our belief, that the potential for accidents, injury and property damage is significantly reduced IF our students practice and apply their newly learned skills in their everyday riding.



Our Training Officer students don't spend nearly as much time in the saddle as our Operator students. It is assumed and a prerequisite, that these officers are trained and proficient operators prior to enrollment. These officers are instructed in setting up the training program, presenting the material, coaching, evaluating and measuring

the skill level of Police Motorcycle Operators. We have turned out a good group of Training Officers this year. We have been highly impressed with the dedication and enthusiasm these officers have shown during their training.

Our latest offering is the Survival Skills For The Motor Officer course. This is a 40 hour program intended for the experienced motor officer. This training is probably different than any training most motor officers have previously experienced. Officers spend half of their first three days honing their firearms skills and half the day sharpening their riding skills. On the fourth and fifth days, shooting and riding skills are combined. No firing is done from a moving motorcycle. Time is also dedicated to violator stops, motor positioning and approaching violators and suspects.

Feed-back on all of our programs has been very favorable. What impresses many of our students is that there is very little down time in any of the courses and that they have to put forth a high level of effort to be able to prove their proficiency in order to receive a certificate. The general consensus is that hard work pays off. You get out of these courses what you put into them. Students feel a real sense of accomplishment when they are finished. Just showing up each day isn't good enough.



TRAINING

NORTHWESTERN UNIVERSITY TRAFFIC INSTITUTE

SUBJECT: 1999 Police Motorcycle Operator Training Schedule 1999 Police Motorcycle Training Officer Schedule

The Traffic Institute's International Police Motorcycle Academy and Harley-Davidson Motor Company will offer Police Motorcycle Operator and Training Officer Academies for the following dates and locations:

1999 DATES	LOCATION	COURSE	TUITION
January 11-29	Las Vegas, NV	Training Officer	\$1,099
January 18-29	Las Vegas, NV	Operator	\$949
March 8-26	Broward County, FL	Training Officer	\$1,099
March 15-26	Broward County, FL	Operator	\$949
April 5-23	Rantoul, IL	Training Officer	\$1,099
April 12-23	Rantoul, IL	Operator	\$949
May 3-14	Portsmouth, NH	Operator	\$949
May 17-28	Everett, MA	Operator	\$949
June 7-18	East Lake, OH	Operator	\$949
June 21-July 9	Adrian, MI	Training Officer	\$1,099
June 28-July 9	Adrian, MI	Operator	\$949
July 12-30	Toledo, OH	Training Officer	\$1,099
July 19-30	Toledo, OH	Operator	\$949
August 16-Sept. 3	**Wisconsin or S. Dakota**	Training Officer	\$1,099
August 23-Sept. 3	**Wisconsin or S. Dakota**	Operator	\$949
Sept. 20-Oct. 8	Houston, TX	Training Officer	\$1,099
Sept. 27-Oct. 8	Houston, TX	Operator	\$949
Oct. 25-Nov. 12	**Oklahoma**	Training Officer	\$1,099
November 1-12	**Oklahoma**	Operator	\$949
Nov. 29-Dec. 17	Gulfport, MS	Training Officer	\$1,099
December 6-17	Gulfport, MS	Operator	\$949

* * Exact location to be announced* *

Police training motorcycles for all courses will be provided by Harley-Davidson Motor Company
at no additional cost. Class size is limited to 13 students in each course.

Registration is on a first come, first served basis.

If you would like information (or if you would like to host our Operator or Officer Training courses)

Please contact: The Traffic Institute Registrar at: 800/323-4011

405 Church Street, P O. Box 1409 Evanston, IL 60204

708/491-5476 800/323-4011 FAX 708/491-5270

TRAINING



Harley-Davidson Police Training: Northwestern University, The Traffic Institute

1999 Police Motorcycle Operator and Instructor Training & Certification:

THE MOTORCYCLE NATIONAL ACADEMY PRESENTS:

Many people assume that an officer is qualified for police motorcycle duty simply on the strength of prior experience operating civilian motorcycles. Not so! The high load factor of police motorcycles along with the unusual distribution of the load, results in unique handling problems. This, plus the high speeds and/or maneuverability required of police motorcyclists, creates the need for higher-level skills than civilian riders are equipped to master without specialized training.



POLICE MOTORCYCLE OPERATOR TRAINING:

This intensive 80 hour program will develop the coordination, skill and confidence necessary for the student to operate a police motorcycle safely and efficiently. It will cover:

- Machine nomenclature
- Slow maneuvering
- Control
- Braking
- Curve Negotiation
- Motorcycle maintenance
- Defensive driving techniques
- Law enforcement techniques
- On-the-street riding

Throughout the program the student rider will be evaluated continually. Upon successful completion of the course, students will have demonstrated their ability to use all the defensive riding techniques and manual skills they have learned in actual street riding situations, and will be fully prepared for on-the-job training in their agency.

POLICE MOTORCYCLE INSTRUCTOR TRAINING:

This 120 hour course will not only cover methods of instruction, but also provide real-life experience in teaching proper police motorcycle operation. We have overlapped our Police Motorcycle Instructor training with our Operator Training to give further instructors actual police motorcycle student operators to work with.

Upon successfully completing Police motorcycle Instructor Training, the new instructors should be able to teach proper police motorcycle patrol procedures to other members of their organization. The course will cover:

- Principles of learning
- Methods of instruction
- Preparing a lesson plan
- Site selection
- Course layout
- Practice teaching (field exercise)
- On-street riding techniques
- Law enforcement techniques

WE CAN BRING TRAINING TO YOUR AGENCY

The motorcycle courses can be presented at your location. Motorcycles will be provided by Harley-Davidson at no extra cost. Instruction will be provided by Traffic Institute staff. Our instructors and fleet of police motorcycles are ready to serve you.

If your agency would like to act as host, or you would like more information, please contact:

The Traffic Institute:
1 (800) 323-4011, or
The Chief Instructor, Police
Motorcycle Training at:
(414) 343-8234

Prior to enrollment each student will be required to sign a release of liability for Northwestern University and Harley-Davidson Motor Company.

APPLICATION FORM This form will be used to prepare your enrollment information and graduate records. Please type or print legibly.

COURSE TITLE:(CHECK ONE) ☐ OPERATOR ☐ INSTRUCTOR COURSE DATE: _____

APPLICANT'S NAME: _____ RANK OR TITLE: _____ AGENCY NAME: _____

SOCIAL SECURITY #: _____ POLICE DEPT. OR MUNICIPALITY: _____

ACKNOWLEDGEMENT OF ENROLLMENT TO BE MAILED TO: ☐ HOME ☐ AGENCY

HOME ADDRESS: _____ CITY/STATE/ZIP: _____

MAIL INVOICE TO: _____

AGENCY: _____

NAME: _____ RANK OR TITLE: _____

STREET OR P.O. BOX #: _____ CITY/STATE/ZIP: _____

AGENCY CONTACT IN CHARGE OF TRAINING: _____

NAME: _____ RANK OR TITLE: _____

TELEPHONE # (include area code): _____ ARE YOU ON OUR MAILING LIST? _____

COMPLETE AND MAIL THIS APPLICATION TODAY! Northwestern University Traffic Institute P.O. Box 1409 Evanston, IL 60204

OR FAX TO: (847) 491-5270 • PHONE # (800) 323-4011



ADVERTISEMENTS



**INTERNATIONAL
TRAINING
DIVISION**

Developed in conjunction with Heckler & Koch and Harley-Davidson this unique course represents the cutting edge of police tactical survival and motorcycle training. The primary objective of this course is to develop motor officer survival skills for a wide variety of operational scenarios. All participants should be assigned to motor patrol and confident in operating motorcycles.

The course consists of 50% motorcycle operation in demanding on- and off-road environments. Firearm tactics are taught

The Critical Difference in Police Training:

throughout the entire course.

Topics included are:

- Survival mindset
- Tactical pistol skills
- Immediate reaction drills
- Moving and multiple targets
- Use of cover
- Night operations
- Obstacle negotiations
- Vehicle stops
- Off road situations
- Use and carry of shotgun and MF5
- Emergency dismounts
- Tactical use of motorcycle
- Brake and escape
- Evasive maneuvers
- Full outs flat and incline

Tuition: \$895.00

Duration: 5 Days

Special Requirements: DOT helmet, gloves and protective riding gear, pistol, three magazines, duty belt, holster, magazine pouches, ear and eye protection, flashlight. Ammunition requirements: 850 rounds pistol.

Motorcycles will be provided by Harley-Davidson Motor Company at no additional cost. Firearms can be provided by Heckler & Koch, Inc. at no additional cost.

1999 DATES AND LOCATIONS

February 1-6:	Las Vegas, NV
February 22-26:	Lakeland, FL
August 2-6:	Waukesha, WI
September 13-17:	HK Sterling, VA
October 11-15:	Houston, TX

For more information and to join a scheduled class, contact the HK/TD at (703) 450-1900 x-293.



ADVERTISEMENTS



SQUAD-FITTERS



MOTORCYCLE EQUIPMENT



Warning Systems Designed for the HARLEY-DAVIDSON Police Motorcycle.

This system was designed specifically to compliment the classic styling of the Harley Davidson Police Motorcycle. This system anticipates the increased power demand of Police use with an auxiliary battery.



The System

Stored in a small four pack is an 8 strobe power supply and siren amplifier. Inset into the box are 4 Wholen 52 Linear strobes, 12 volt auxiliary battery, charger, 12 volt outlet, 110 volt outlet, wiring for two PAR36 strobes and two engine guard mounted strobes. Siren speaker included.

WH2113 \$ 2785.00

Individual System Components. Mix and match for a custom warning package.



Radio Box with Lights
Contains UPS 54C Power Supply, with 4 linear strobes mounted. Auxiliary battery, charger, 12 and 110 volt outlets.
WH2123
\$1495.00

Plain Radio Box
Our basic box without lights and siren. Build your own system or store donuts.
WH2103
\$ 350.00



UPS96C & UPS188C Power Supply
UPS96C (6 outlet 96 watt) \$395.00
UPS188C (8 outlet, 180 watt, with Dugrotherm) \$620.00



Dual Strobe Housing and Lights
Add these strobes to your existing radio box.
25222 \$220.00

52 Linear Flange Lights
Add these strobes to any flat surface or your existing radio box.
52FCA0*U (halogen) \$75.00
52FB20*U (strobe) \$95.00



52 Pedestal Light
Use as running light or auxiliary brake light. Box or radio plate mounted.
52PPA0*U (halogen) \$170.00 ea.
52PP20*U (strobe) \$195.00 ea.

Pole Lights
Designed specifically for the Harley system. (Requires Remote Power Supply)
XHEAD... \$320.00
2020POLE (Self-contained) \$395.00



See special introductory offer on back!



100 Watt H-D Siren System
System includes, SA350MH Siren Speaker, \$375.00; WS320H Siren Amplifier with PA, \$365.00
\$740.00
Optional microphone kit....\$87.50



Engine Guard Mounts and Lights
Designed to fit on your engine guard and adjustable to the direction you prefer.
52BP20*U \$195.00 ea



Par 36 and UPS 54C Power Supply
Basic system of two Par-36 strobes, wiring harness and power supply.
\$450.00
(Available with waterproof power supply ADD \$95.00)



ADVERTISEMENTS

System Component Specifications

Radio Box

Rugged, injection molded housing with sheet fiberglass core.
Smooth finish inside and out.
Weatherproof AC & DC receptacles. 6 - 1" shock mounts.
9.75" H x 17.7" W x 21.5" D.



UPS 96C

90 Watts, six outlets.
Outlet switching, two outlet groups.
Cast aluminum housing.
2.5" H x 5-7/8" W x 6-5/8" D.



SPS460

60 Watts, four outlets.
selective switching, 2x2, nylon housing.
2.5" H x 5-7/8" W x 6-5/8" D.



UPS54C

45 Watts, four outlets.
Switch control, two outlet groups.
Extruded aluminum housing.
2-3/4" H x 3-1/2" W x 10-3/8" D.



UPS188C

180 watts, eight outlets.
Switch control, three outlet groups.
Diagnostix® 8 LED Remote Indicator Panel.
Extruded aluminum housing.
2-1/4" H x 8-5/8" W x 8-1/2" D.



SA350M

100 Watt RMS speaker.
Heavy gauge polished aluminum horn.



WS320H

100 Watt RMS weatherproof siren amplifier.
Fully weatherproof and vibration resistant.
Wail, Yelp, Airhorn tones and PA capable.
Watertight cable connector.



Optional Microphone Kit

Noise canceling microphone.
Coiled cord.
Removable microphone.



25222

Polished cast aluminum housing for dual 52 Series linear strobe lightheads.
Kit includes housing, lightheads and gasket.
Bracket: 2.85" H x 11.90" W x .8" Protrusion, 1" Recess.
Power supply sold separately.



52PPAO*U

52 Series Halogen lighthead.
Polished cast aluminum enclosure.
Pedestal/swivel mount locks firmly in place.
4-1/8" H x 6-1/2" W x 3-3/4" D.



52PP20*U

52 Series linear strobe lighthead.
Polished cast aluminum enclosure.
Pedestal/swivel mount locks firmly in place.
4-1/8" H x 6-1/2" W x 3-3/4" D.



52FCAO*U

52 Series halogen lighthead.
Flange mounting.
2-13/16" H x 7" W x 7/8" Protrusion, 1-3/8" Recess.



52FB20*U

52 Series linear strobe lighthead.
Flange mounting.
2-13/16" H x 7" W x 7/8" Protrusion, 1-3/8" Recess.



PAR36

PAR 36 size strobe lighthead.
1.75" Deep lens with SideKick® optics provide wide angle light pattern.



Engine guard mounts

52 Series linear strobe lighthead.
Polished cast aluminum enclosure.
Securely mounts to 3/4" OD dia engine guard tubing.
Easily positioned swivel mount locks firmly in place.
4-1/4" H x 6-1/2" W x 3-3/4" D.



XHEAD

Low profile optic dome.
Cast aluminum base mounted on stainless steel telescopic pole with internal cord.
Pole extends from 22" to 42".
Size, lighthead only: 4-1/2" H x 5-1/2" diameter.



2020POLE

Self-contained strobe light.
20 watt power supply.
Fully enclosed polycarbonate base.
Flat mount.
5" H x 6-3/8" Dia.



Special Introductory Offer! 25% Off New Items.

SPS460 Power Supply, Model 25222 dual linear strobe lightheads, and Engine guard mounts... **A \$850.00 Value!**

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HARLEY-DAVIDSON® POLICE AND FLEET ACCESSORIES



We are considering introducing a catalog of Harley-Davidson police branded accessories, merchandise, and clothing. You would be able to order these items through your local Harley-Davidson dealer. Please review the following pages and fax your suggestions/ideas to: Misty Oelhafen @ Harley-Davidson Police Sales 414/343-8781 by Jan. 31, 1999. Thank you.

Please list the top 4 items on the following pages that you would like to be available to purchase.

1. _____
2. _____
3. _____
4. _____

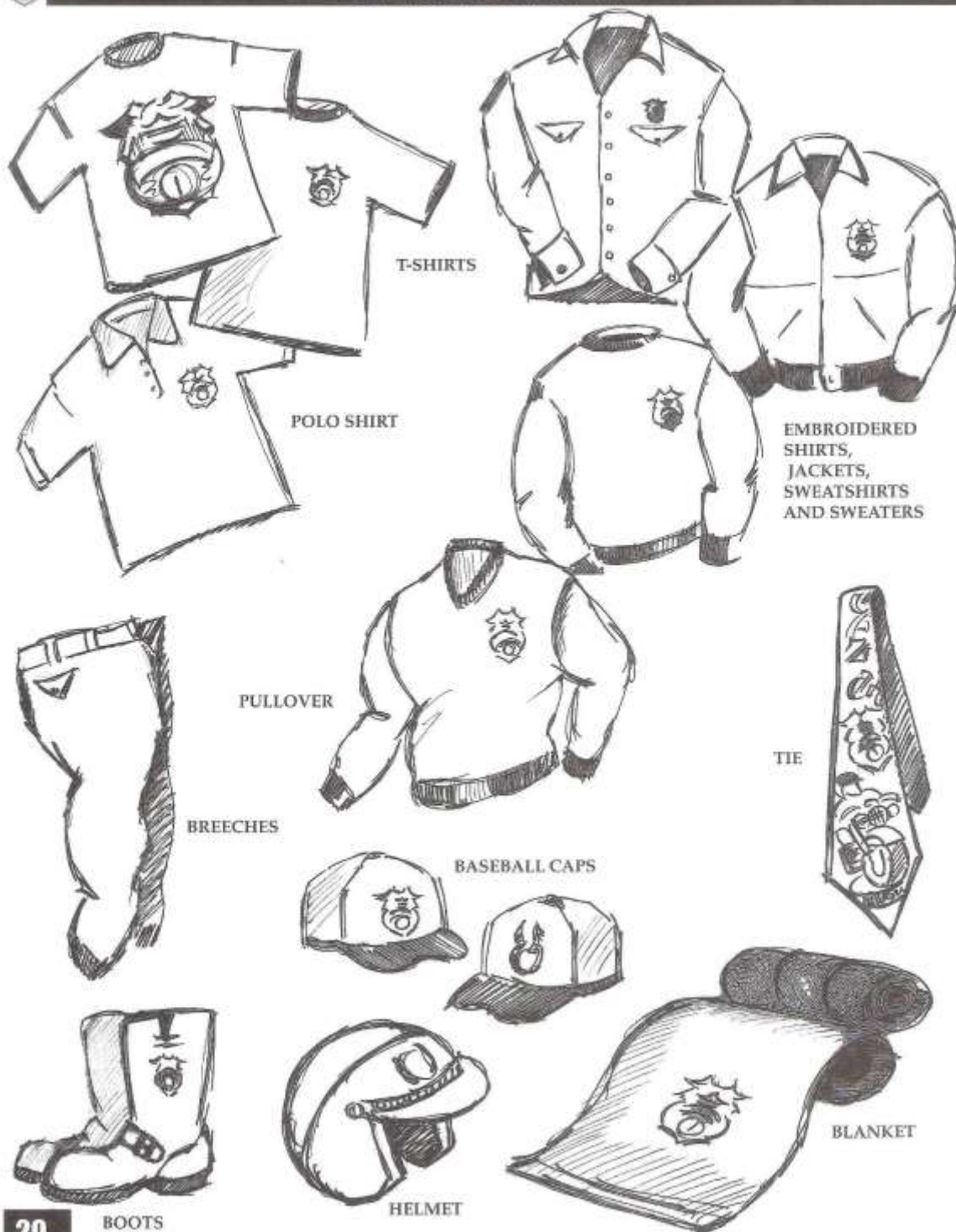
What other items would you like to be able to purchase through this catalog?

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PLEASE FAX TO 414/343-8781



SPECIAL INSERT



SPECIAL INSERT



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PEN



PARKER PEN



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MOUSE PAD



KNIFE

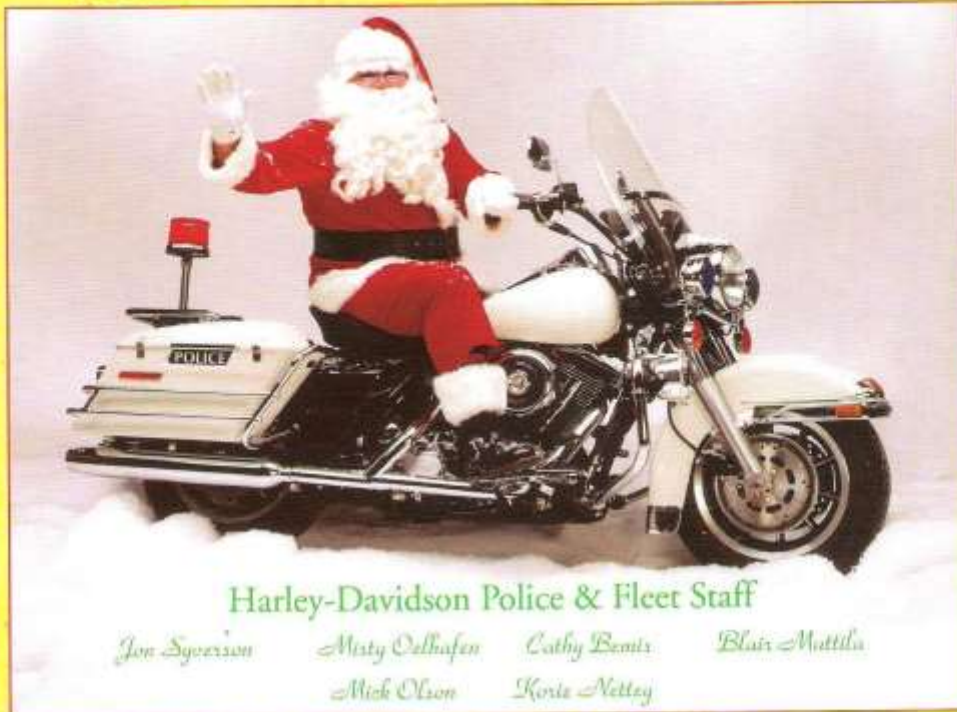


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