

# The Mounted Officer

SINCE 1928 DEVOTED TO THE INTERESTS OF CITY, COUNTY,

STATE & HIGHWAY DEPARTMENTS EVERYWHERE

Volume 75 #2  
Fall 2004

## Harley-Davidson Introduces Anti-lock Brake System (ABS) Brakes

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*'05 Operator/Instructor  
Training Dates Inside*



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## Police motorcycle operator course

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Boston, MA  
Police Department



*Sound Ideas from*  
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CORPORATION

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## 1972

**Setcom invents the first Police Motorcycle ComKit.**

Motor officers are now able to communicate with the dispatcher without removing their hand from the handlebar. High speed pursuits become a whole lot safer. Some officers claim the Setcom ComKit is as important to their safety as their helmet and boots.

## 1990's

**By the 1990's Setcom has introduced the KA series helmet kits** allowing the elimination of the beltbox for motorcycle-mounted radio configurations. Product line has expanded to include portable/mobile combination systems and integration of the public address system. Several competitors have come and gone leaving departments stranded for spare parts, technical support or for upgrading to new radios. Setcom offers a full range of parts, service and upgrades for every ComKit it has ever produced.

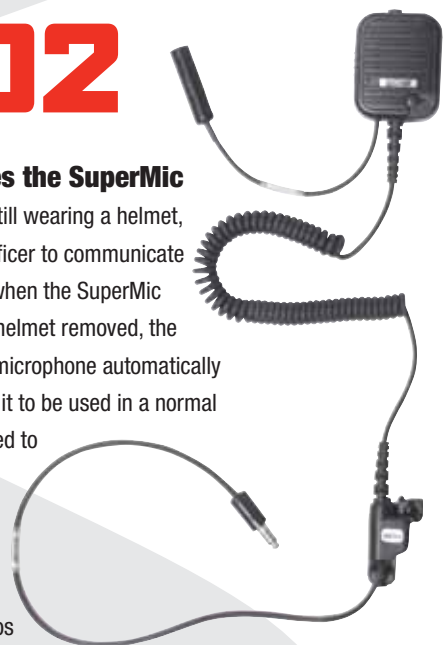


## 2002

**Setcom Introduces the SuperMic**

When dismounted but still wearing a helmet, this design allows an officer to communicate through the helmet kit when the SuperMic PTT is keyed. With the helmet removed, the SuperMic speaker and microphone automatically become active allowing it to be used in a normal fashion. When connected to the motorcycle harness, the helmet kit is auto-

matically switched to the motorcycle-mounted radio and PA system. Available for portable-only and portable/mobile configurations with or without PA system interface. When used with Motorola JEDI Series radios and many other portables, the SuperMic also eliminates the need for a beltbox.



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## The Mounted Officer™

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For additional details, please see your local Harley-Davidson dealer. To find yours, call 1-800-LUV-2RIDE, or contact us: Harley-Davidson Police Sales, P.O. Box 653, Milwaukee, WI 53201.  
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**The Legend Rolls On**

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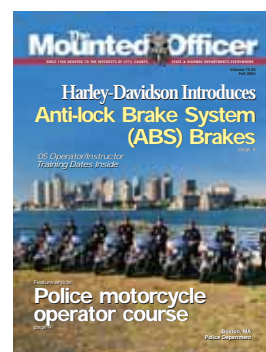
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Cover photo by Mark Kopang of MK Media/Dallas TX (mark@motorcops.com).

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The Harley-Davidson Police Website has a new look.  
Please visit us at [www.harley-davidsonpolicemotors.com](http://www.harley-davidsonpolicemotors.com) -or-  
[www.Harley-Davidson.com](http://www.Harley-Davidson.com) (click "Products," then "Police Motorcycles").



[from the editor]



# Stopping Power!

## *Development of Anti-Lock Brake System (ABS) at Harley-Davidson*

JON S. SYVERSON, MANAGER, WORLDWIDE POLICE AND FLEET SALES

For motor officers, emergency braking situations can present a unique risk from the weather and road conditions that officers are sometimes forced to encounter in the line of duty. Anti-lock Braking Systems (Anti-lock Brake System (ABS)) may reduce that risk. With Anti-lock Brake System (ABS), officers are no longer required to modulate brakes in emergency situations in an attempt to minimize braking distance while avoiding tire lock-up. Specifically, with Anti-lock Brake System (ABS) an officer may fully apply front and rear brakes and be assured the system will provide the maximum braking effort possible without lock-up.

Why Anti-lock Brake System (ABS)? Our independent front and rear Anti-lock brake system is designed to prevent wheel lock-up when encountering varied or transitional surface conditions. Most importantly, motor officers must still acquire proper training and routinely practice skills associated with braking proficiency.

Why now? Many law enforcement agencies are specifying Anti-lock Brake System (ABS) brake systems in their normal bid offerings as a mandatory requirement. In order to be responsive to the needs of those agencies, Harley-Davidson heeded the call of law enforcement in considering Anti-lock Braking Systems. We acted to design a system, which most closely replicates the threshold braking techniques, practices and building-block curriculum commonly employed in motor officer training programs worldwide. That's why our system features independent front and rear brake control and was not designed as an "integrated" system. Our design allows the motor officer to retain independent control of front and rear wheel braking in all situations. This prevents unexpected results that could possibly occur with integrated, sometimes called "linked," braking systems. In fact, we have designed an

Anti-lock Brake System (ABS) system, which focuses on the normal day-to-day use of motor officers, in the real world and based on our solid foundation of training.

Our Anti-lock Brake System (ABS) system is optional on all three 2005 Model Year FL law enforcement models, the FLHTPI Electra Glide and the FLHPI Road King, along with the California FLHPEI Road King (Escort/Demo Model). The choice is yours. These models are all now available for order through your local Harley-Davidson dealer. Offering Anti-lock Brake System (ABS) on an optional basis allows law enforcement agencies to decide.

Our new Anti-lock Brake System (ABS) system also features a special self-diagnostic design. That is, if in the unlikely event of Anti-lock Brake System (ABS) failure, the motor officer will continue to experience the exact same brake lever effort and performance that they would when the Anti-lock Brake System (ABS) system is fully operational, but without the anti-lock feature. An Anti-lock Brake System (ABS) warning light would be illuminated in the event of an Anti-lock Brake System (ABS) system in-operation failure to alert the officer of this condition. However, under such circumstances the system would still offer basic foundation brakes.

This new Anti-lock Brake System (ABS) system provides a light, but noticeable lever "feedback" during Anti-lock Brake System (ABS) events. The officer is alerted that braking conditions may not be as stable as they had anticipated. The feedback is of a controlled and acceptable level and is not uncomfortable to the officer.

All law enforcement radio frequencies have been tested and verified not to interfere with Anti-lock Brake System (ABS) option and control. We have found that Anti-lock Brake System (ABS) may cause a minor interference at 33.6 MHz (radio frequency);

however, use of this particular frequency does not impact Anti-lock Brake System (ABS) system operation. The real benefit here is that radio frequencies do not interfere with the functionality of our Anti-lock Brake System (ABS) system.

There's more to be done, as we're planning for future compatibility with Harley-Davidson sidecars. In fact, we're in the midst of this special design project. Law Enforcement agencies currently employing sidecars, or which may desire to utilize sidecars for a various reasons (including winter riding) may soon be able to have the added braking benefits of Anti-lock Brake System (ABS). We hope to have news to share after the first of calendar year 2005 on this important development.

Congratulations are certainly in order for our Anti-lock Brake System (ABS) Launch Team and the special group of engineers involved in this program. Thanks for a job well done!

Please plan to visit your local authorized Harley-Davidson dealer and experience Anti-lock Brake System (ABS) yourself. Many dealers nationwide now employ law enforcement FL demo/loaner models and already have '05 Model Year Anti-lock Brake System (ABS) equipped models in stock. To locate the dealer nearest you please visit our Website, [www.harley-davidson.com](http://www.harley-davidson.com), or call 1-800-luv-2ride.

As you can see, we're moving ahead to better serve the needs and desires of law enforcement worldwide. Thanks for your support and business.

**SPECIAL NOTE:** Specific Anti-lock Brake System (ABS) equipped 2005 Model Year FL police models are now in stock for immediate shipment and prompt delivery. See your local authorized Harley-Davidson dealer for details and to place your order request.



## NEW FOR 2005

Optional independent front and rear Anti-lock Brake System brings a new level of braking competence to Harley-Davidson® Police motorcycles.

Wheel Speed Sensor

Tone Ring



## Wisconsin State Patrol

On April 22, 2004 the Wisconsin State Patrol participated in the Department of Transportation's "Take your Daughters and Sons to Work Day" activities at DOT Headquarters in Madison. Children of parents employed by the department were able to "shadow" their parents for the day and find out about the mission of the DOT.

As part of the activities, the State Patrol sponsored a "What does a State Trooper do?" presentation including the display of a cruiser and one of our new Electra Glide® motorcycles. The participants also received a State Patrol pin, a junior trooper badge and other goodies. It was a very informative and fun day for the kids.

Sincerely,  
Sergeant William A. Harley  
Wisconsin State Patrol



## Cathy Collins-Taylor, Motor Officer

At America's Oldest Harley-Davidson Dealership, the A.D. Farrow Co., the associates have had the unique opportunity of being witness to numerous historical motorcycle events.

Recently, we witnessed history in the making once again. Columbus, Ohio is home to a police motorcycle unit that is 100 years old. In all those years the unit never had a female member. On Wednesday, April 28<sup>th</sup>, 2004, that changed. Cathy Collins-Taylor, Motor Officer, of the Columbus Police Department, became Columbus' first and only female motorcycle mounted police officer.

The A.D. Farrow Co. currently hosts Ohio's first and only privately run riders training academy, Rider's Edge. Every week we discover that women make up anywhere from 40-60% of the students in our class. Cathy Collins-Taylor has become an inspiration to many.

Sincerely,  
Kathy Osborne  
General Manager  
A.D. Farrow Co. Harley-Davidson

## A Legacy of Quality and Training

Harley-Davidson Continues to Provide the Highest Quality Motorcycles and Motor Officer Training Available

For nearly a century, the Harley-Davidson Motor Company has provided machines of the highest caliber to law enforcement agencies for use. From the beginning, these pursuit and patrol vehicles earned a strong reputation of reliability and safety — a reputation that has grown stronger throughout the years, making Harley-Davidson the leading provider of purpose-built police motorcycles in the U.S. today.

The legacy took in 1908 when the first Harley-Davidson Police motorcycle was delivered to the Detroit Police Department. It didn't take long for word to spread about the clear advantages provided by such a maneuverable vehicle — its commanding power, its superior performance. And soon, the Harley-Davidson Police motorcycle became a staple for departments across the country.

By 1925, there were more than 2,500 city and county police departments using Harley-Davidson motorcycles. Overseas, Harley-Davidson's role in World War I and World War II increased awareness worldwide and confirmed yet again that Harley® motorcycles were absolutely ideal for work with riders in uniform.

In 2005, the sentiment remains the same. The rugged reliability of Harley-Davidson motorcycles and their quick response — both attributes that attracted pioneering police departments nearly one hundred years ago — still exist in each Harley-Davidson Police motorcycle today. And while the image of a



motor officer remains the epitome of bravery and reliability when on a Harley-Davidson Police motorcycle, the motorcycle itself continues to provide unparalleled levels of performance, dependability, and safety.

Harley-Davidson Police motorcycles maintain a high level of respect because they are continually being refined to meet the changing needs of more than 2,700 department across North America and law enforcement agencies around the world.

### Northwestern University Center For Public Safety

Harley-Davidson has partnered with Northwestern University Center for Public Safety for the past 20 years. This partnership was developed in recognition of the fact that there is no substitute for motor officer skills training. A diverse range of seasoned instructors form law enforcement agencies across the country provide the specialized training required of police motorcyclists, raising skill and confidence levels for increased safety while on patrol. This

one-of-a-kind program offers a course in police motorcycle operator training and certified instructor training.

### Harley-Davidson Technical Training Schools

In addition to our partnership with Northwestern University, Harley-Davidson provides technical training schools for service technicians employed by military services and law enforcement agencies worldwide. Not only does this effort add value to agencies participating in the routine maintenance and servicing of Harley-Davidson Police motorcycles, it lowers operating costs and resulting overall cost of ownership as well.

This important relationship serves to strengthen Harley-Davidson's legacy of safety and dependability. A legacy that's lasted almost a century and is sure to continue long into the future.

The Harley-Davidson Police motorcycle is now — and always will be — one of the best police motorcycles available to officers everywhere.



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## LICENSED SHERIFF MERCHANDISE PROGRAMS

ALL  
NEW

### Ⓐ HS2009 Black Medallion Cap

Low profile 100% heavy brushed black cotton cap. Hand finished solid pewter "Sheriff" emblem on front, H-D embroidery on back, six panels and eyelets. Adjustable cloth back strap with antique flip buckle and sewn buttonhole. One size fits most.

### Ⓑ HS2010 Weathered Sandwich Cap

Black Classic six-panel unstructured weathered twill cap. Embroidered patch "Sheriff" logo on crown and H-D on back. Features embroidered Sheriff spelled out on cap side and "Since 1908" on visor. One size fits most.

### Ⓒ HS2003 Black Long-Sleeve T-Shirt

Premium Jersey black long sleeve T-Shirt with "Classic Sheriff" logo on full front and "Sheriff" badge on back yoke. S-XXXL

### Ⓓ HS2001 Weathered Black T-Shirt

Premium Jersey weathered black T-Shirt. "Weathered Sheriff" logo silk-screened on full front and "Sheriff" badge on back yoke. M-XXXL

### Ⓔ HS2002 Grey/Black Ringer T-Shirt

Premium Jersey gray T-Shirt with contrasting black neck and sleeve bands. "Weathered Motorcycle Sheriff" logo silk-screened on full front and "Sheriff" badge on back yoke. S-XXXL

### Ⓕ HS2004 "Weathered Classic" Black Hooded Sweatshirt

Black heavyweight hooded sweatshirt with "Weathered Classic Sheriff" silk-screened logo on full front. Muff pocket and drawstring hood. M-XXL

### Ⓖ HS2005 Ash Grey Sport Shirt

Jersey soft fashion knit sport shirt with contoured collar and rib cuffs. Double needle stitched bottom hem. "Sheriff" badge logo silk-screened on left chest. M-XXL

### Ⓗ HS2006 Khaki Pique Sport Shirt

Heavyweight khaki pique sport shirt with knit collar and welt cuffs. Embroidered "Sheriff" badge on left chest. M-XXL



T-Shirt backs  
include Sheriff  
logo centered  
on yoke.



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Marketing, Inc.  
2004



## Police Motorcycle Operator Course

BY PETER VAN DYKE

It's day two of Police Motorcycle Operator training and the horrible sound of engine guards digging into asphalt doesn't even draw the attention of the 19 law enforcement officers in attendance anymore. They've all mastered the art of picking up downed motorcycles after dozens of practical learning experiences on the results of sucking in a clutch or not maintaining proper RPMs during slow-cone maneuvers.

The old saying of "If someone says they've never dropped a motorcycle, they're either incredibly gifted—or they're lying!" really comes into play in this course. Egos are quickly humbled after having to pick up a "dropped" motorcycle a few dozen times before learning the right combination of balance and physical technique.

One exercise is known as the "keyhole" because the entrance gate and circle of cones look like an old-fashioned lock keyhole. The entrance gate is 5 feet wide, the 360-degree circle is 18 feet in diameter. Enter the gate cones then immediately lock the bars all the way to the right in full lean, and switch to full lock left in full lean.

A slight scraping of the floorboards as you lean lets you know that you are as far as you should go. Complete the 360-degree turn, then exit through the entrance gate. Clip a cone or dump the bike and the exercise is a wash.

Later in the first week anxiety levels increase when the emphasis switches to speed and braking exercises. The "Brake and Escape" is next. Hit the entrance cones for the



"braking chute" at 40 mph—no more and no less. You'll have 62 feet to combination-brake. At the end of the chute you'll make two full-lock, full-lean 90-degree turns in a 5' x 8' space, simulating stopping in front of and steering around an unexpected obstacle.

Clip a cone, stall the bike, or put a foot down and the exercise is a no-go. Even after half a day of emergency braking exercises, the yellow barrier tape at the end of the braking chute becomes a decoration on most of the bikes, and no traffic cone is safe during the first few runs of the exercise.

Later, students will learn to properly negotiate the "30 mph cone weave," their speed clocked at the beginning, middle, and end of the exercise with radar guns. Flattened cones are tell-tale signs of a student who is trying to lean as he weaves instead of the proper "push-push" countersteering that is the only way to make directional changes at this speed and at this distance.

Nine exercises are tested at the end of the second week, none of

which raises the "pucker factor" more than the "180-degree decel." That incorporates all of the braking, steering, slow-speed maneuvering, and friction zone clutch manipulation that the other eight tested exercises teach.

The 180 separates the big dogs from the puppies, requiring students to brake from 35 mph in less than 50 feet, make two full-lean, full-lock 90-degree turns, followed with a 180-degree turn within a space that leaves just inches between the cones and a properly guided Harley police motorcycle.

For nearly 20 years, the Northwestern University Center for Public Safety and Harley-Davidson's Police and Fleet Sales Division have collaborated to present one of the most physically and mentally challenging law enforcement training courses in the world. The only police motorcycle training program that is company-sponsored, a three-week "Instructor" course is overlapped with each two-week "Operator" course in a rather unique curriculum.

For the first week, Instructor can-

 [www.northwestern.edu/nucps](http://www.northwestern.edu/nucps)



didates set up the exercises, practice demonstrating and lecturing the exercises, and focus on adult learning techniques under the supervision of staff instructors. At the end of the first week, the Instructor candidates must

[www.harley-davidsonpollicemotors.com](http://www.harley-davidsonpollicemotors.com)

pass a very stringent practical exam—the same exercises that the Operator students will have to perform (if you can't do it, you shouldn't teach it). The second and third weeks, the Instructor candidates actually teach the Operator students under the close supervision of staff instructors, giving them a unique exposure to the instruction process.

The two-week OPERATOR class is designed for the officer/sheriff's deputy who has been selected to be assigned to a motorcycle unit. Less than eight hours of the 80-hour program is spent in the classroom; the vast majority of the time is spent "in the saddle."

Two distinct skill sets are taught, mirroring the skills a police motorcyclist uses every day; very slow-speed maneuvers and traffic negotiation at medium- to high-speed. During the two-week course, students master slow-speed techniques, braking, evasive techniques, and the types of formal riding that would be seen in parades and Dignitary escorts by practicing carefully designed exercises.

Nine of these exercises are tested as part of the practical examination at the end of the second week, and include slow cone weaving exercises, 360-degree turns, intersection negotiations, high-speed braking, evasive techniques (high-speed braking followed by very tight, 90-degree turns to simulate stopping and avoiding an unexpected obstacle as well as instantaneous weaving to simulate avoidance of an obstacle under circumstances that do not permit braking), and others.

The course is extremely challenging, a frequent comment on class evaluations is "I've been an officer for 10 years and this is the toughest course I've ever taken, tougher than SWAT training, defensive tactics, anything!" The mental and physical stress of the training is compounded on "test day," and unfortunately, not everyone passes.

Because police motorcycle operation is such a high-liability assignment, many departments will not allow officers to even touch a department motorcycle without successful completion of formal training. There is a wide variety of students for the course, men and women with varying levels of training and experience.

Typically, as many as half of the students in an operator course have either never ridden a motorcycle before, or haven't ridden in a long time, and half have as many as 20 years of recreational riding experi-



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A portion of the proceeds from the sale of each Calendar will be donated to Concerns of Police Survivors, Inc. ("COPS"). For anyone not familiar with COPS, it was founded in 1984 to provide healing, love, and life renewed for the surviving families of law enforcement officers killed in the line of duty. It now serves over 13,000 families nationwide with ongoing survivor support, grief counseling, scholarships, and retreats.



Since within the Calendar there are units from across the United States (and one from Canada), Concerns of Police Survivors was selected because of their national scope and the positive impact they have on families.

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#### **Affiliate Program:**

A program is also available to provide local police memorials and scholarship funds with an easy way to raise money through referring people to buy the Motorcops.com Calendar. More information on the program is at: <http://www.motorcops.com/affiliate/index.asp>



ence. Interestingly, the success rate is actually higher for those with little or no previous experience as years of “bad habits” can be difficult to overcome.

There are approximately 18 staff instructors for the program, all of whom either have been or currently are Police Motorcycle officers. A typical three-week set of classes will have two staff instructors, 10 Instructor Students, and 14-18

Jersey) to the midwest in the summer months (Indiana, Illinois, Wisconsin) and then toward the west coast in the fall (Washington, California, Colorado) and then back to the south for the cold months.

The program is an excellent example of how a major corporation can team up with an educational institution to enhance the safety of officers. Harley-Davidson Motor Company, through its Police and Fleet Sales Division, provides the motorcycles, parts and a full-time technician for the program— an enormous financial investment.

Northwestern University provides administrative support, curriculum development and the instructors for the program. Together, the Police Motorcycle Training Program has trained over 2,500 police and public safety personnel in the nearly 20 years the program has been in existence.

There is a handful of other similar programs around the country, but this is the only one with the corporate support of Harley-Davidson. What makes the program unique is that the motorcycles are provided for the students. The current fleet of motorcycles is composed of new 2005 FLHPI Road King police model motorcycles.

By providing the motorcycles for the program, students can truly “push the envelope” without fear of damage to agency motorcycles. The bikes in the fleet literally spend half of their lives on their sides, as students learn how to lean the bikes while properly manipulating the clutch, throttle and brake.

On rare occasions, a department will insist that its officer use the department-owned motorcycle for

the training program. Typically, those motorcycles return to the agency with \$1,400–2,000 of cosmetic damages at the end of the two-week program— an obvious incentive for departments to choose to use motorcycles provided by the program!

Students develop an incredible amount of respect for the capabilities of these Harley-Davidson police motorcycles, beginning the first day. By the end of two weeks, students are maneuvering these massive V-twins through exercises that most people couldn’t do with a bicycle. And all are amazed by the durability and “toughness” of the Harley-Davidson motorcycles.

The exercises taught truly do “push the envelope,” requiring officers to operate the motorcycles at 90–95% of their capability. Officers who successfully complete the course take these skills with them, into policing environments where maybe 80% of the capability is required. In the law enforcement training “game,” it’s crucial for mistakes to be made under the controlled environment to teach the skills that an officer will apply in real life.

For information about Police Motorcycle Operator and Instructor Training contact Pete Van Dyke, Director of Police Training at Northwestern University’s Center for Public Safety at (800) 323-4011 or on the Web at [www.northwestern.edu/nucps](http://www.northwestern.edu/nucps).

*Pete Van Dyke is the Director of the Northwestern University Center for Public Safety’s Police Training Division and was one of the 23 riders who made the 1,100-mile ride to from Milwaukee to New York City to deliver motorcycles and a \$1million donation from Harley-Davidson to the American Red Cross after the September 11 tragedy. He may be reached at [pvd@northwestern.edu](mailto:pvd@northwestern.edu).*



Operator Students. Police Departments or Sheriff’s offices “host” the courses in exchange for a free seat in the class— providing a classroom and a suitable parking lot space (typically the size of three football fields).

The training program runs year-round, with roughly 45 weeks of training each year all over the country. In the winter months, courses are presented in Texas, Florida, Mississippi and other southern states. As the weather gets warmer in the spring, the program moves from the east coast (New Hampshire, New



## Harley-Davidson Introduces Softail® Special Edition Models

Heritage Softail® Classic and Fat Boy® Models Available for Police Officers, Firefighters and Shriners



**M**ILWAUKEE (November 1, 2004) - Harley-Davidson Motor Company expands the Special Edition fleet offering with two Softail model updates: FLSTC/I Heritage Softail Classic and FLSTF/I Fat Boy models. Both models are now available in Peace Officer and Firefighter Special Editions and the Shrine motorcycles.

The Peace Officer Special Edition Softail motorcycles are available in Dark Blue, with the unique, updated tank graphics. The Firefighter Special Edition Softail motorcycles feature updated tank graphics and are available in the new, Fire Engine Red paint. The Shrine Softail motorcycles are available in the standard Pleasure Colors along with Concord Purple (Jester members only) and Arctic White and feature the standard Pleasure graphics. The new Special Edition fleet motorcycles will be available starting January 3, 2005.

The addition of the Special Edition Softail models will expand the current Harley-Davidson Special Edition police line up to five models: FLHTCUI Ultra Classic Electra Glide, FLHTC/I Electra Glide Classic, FLHR/I Road King, FLSTC/I Heritage Softail Classic and FLSTF/I Fat Boy motorcycles.

Harley-Davidson has been building patrol motorcycles since 1908 and currently serves more than 3,000 law enforcement departments in North America, as well as law enforcement agencies in 45 countries. Harley-Davidson police motorcycles offer low maintenance costs, superior durability and unmatched resale value. They come with standard Sequential Port Fuel Injection for quick starts in all conditions and offer enhanced performance and fuel economy.

## A Motor Officers reflection

Joe Langenbacker  
Northwestern University Center for Public Safety,  
Motorcycle Instructor

Well it's day one of the first week of motor school and I have no idea on what to expect. Oh I've heard the war stories from those that have been in this saddle before me. It's tough, it's hard work, it takes one hundred percent, and oh yeah, it gets harder tomorrow. I have heard all these stories from those guys who hail to be certified motor officers. This group of individuals who boast an allegiance to being part of a fraternity within a fraternity and have passed the Northwestern University's Center for Public Safety Police Motor Operators School: Commonly referred to as "THE HARLEY SCHOOL."

Everyone here is timid as we sit among strangers from all across the United States. I guess we are siz-

ing each other up mentally, trying to figure out who has the most experience and who stands a better chance of being successful. Okay, so here we go. These instructors don't look so tough. They seem to be friendly though, some from the East, some from the West, North and South. My turn for introduction and I spill out all my motorcycle experiences in less then three sentences, 'been riding for many years'. I hate classroom stuff, when do we ride! Finally, it's time to saddle up. I want to ride. Hey nice truck and look at that motor fleet: Sweet!

Okay with the lectures, let's ride, I want to ride. Slow cones, offsets, ninety degree pullouts and that intersection, whew, what a grueling two days. I am tired, let's just relax a bit. What is that? Yeah you call it a 360: Do we ride on the outside of this thing or the inside? How did that instructor do that and make it look so easy? Hey maybe there is something to this thing they call head and eyes. Braking: Piece of cake, I have always been able to slow down





and stop my motor. WOW! This really works. Who would believe that this machine is capable of stopping so quick? I am beginning to understand why they say it gets harder tomorrow. It does!

It is the day before the test and we are ready. In the past two weeks everyone here has felt the gravitational pull of mother earth and the beads of sweat under the helmet. We have all shared a common goal and now are beginning to share in a common bond. The test is now a mental quest. I have practiced hard. It was not just practice, but as the instructors have said time and time again, "perfect practice." Nerves, yes I have them, I guess it's because I have worked so hard and now I want to do the best I can. We all do in this class.

YES!! I PASSED

What a great achievement. They said it would not be like any other police school we have ever attended. They were right. It's an individual desire, but yet a team effort to complete this course. What a great bunch we had in this class. Everyone helped each other. Everything from slaps on the back to helping lift each others motor off the asphalt. We all pitched in.

Graduation: The instructors called it right when they said it would be the certificate we would be proud to hang on a wall. I will. I've earned it. What a good feeling, having completed what was the hardest, but most gratifying school in my career. I think I have a true grasp on what it takes to become a well-trained Motor Officer.

I truly believe that at least once during our basic motor training, we as motor officers had feelings similar to those described in this article. I really believe that the graduation ceremony held at the end of each school says it all. These ceremonies may lack the pomp and circumstance of formality, but make up for it with the emotions of a group who has worked hard and achieved greatly. The

excitement of completion, coupled with the sense of accomplishment creates an atmosphere that far surpasses many events in each of our own law enforcement careers.

After departure from the course, the revelry quickly ends as we return to our jobs and begin using our newly gained talents on the road. Many of us clearly said that we would never let our skills decline and that we would practice every day. We would never forget the work it took to get to the graduation ceremony on the final Friday morning of motor school.

Here is the real test. How many of us practice at least one skill per day? Whether it is a couple of parking spaces in a parking lot for a 360, or a brake and escape exercise: Are we keeping those hard earned skills refined? Did we practice enough to ensure that at the moment when disaster faces directly into our windshield, we will apply the proper braking technique and then avoid the threat? Did we practice enough with our head and eyes to avoid that car bumper while trying to negotiate traffic at the scene of a vehicle crash? Did we find that gray area that allows positive power for forward momentum so that we may avoid the embarrassing, if not injuring fall?

It's so easy to let our riding skills diminish by not working the brake and escape and a few cone patterns. On the other hand, it is just as easy to keep those skills by the repetition of "Perfect Practice". Take a few minutes each day when you're in the saddle and find that parking lot. Always have a partner with you when you train and do a few figure eights, work a few exercises, use the lot to your advantage and work those old skills. You remember: The skills you were so proud of when you stood up, walked to the front of the room and received that certificate that meant so much.

Remember: It gets harder tomorrow.

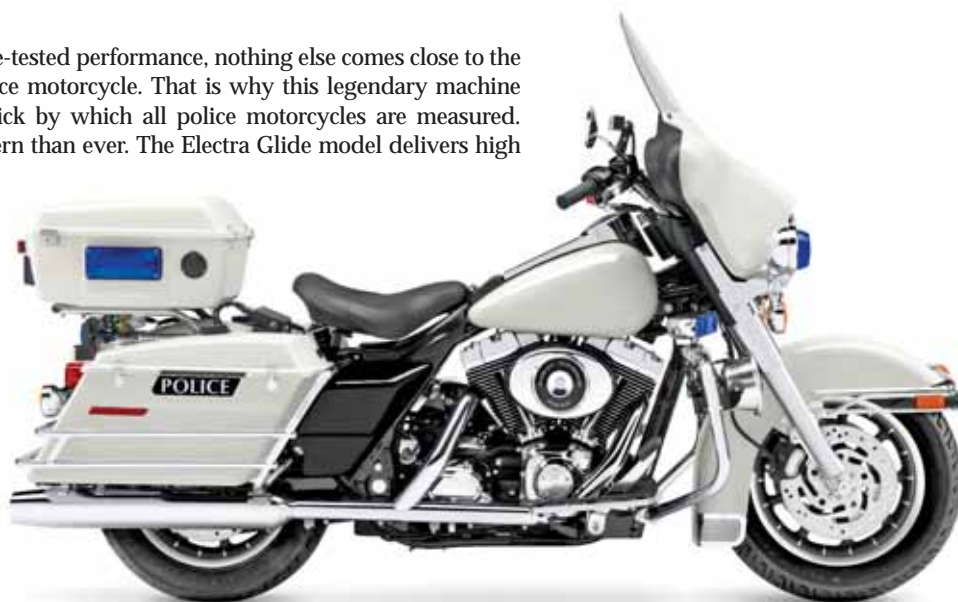


# [What's new from Harley-Davidson®]

## 2005 FLHTPI Electra Glide Motorcycle

This legendary machine remains the yardstick by which all police motorcycles are measured.

**W**hen the issue is time-tested performance, nothing else comes close to the Electra Glide® police motorcycle. That is why this legendary machine remains the yardstick by which all police motorcycles are measured. Today, value is a bigger concern than ever. The Electra Glide model delivers high fuel economy and even better resale. The Electra Glide also offers a fairing with windshield for all-weather protection, Sequential Port Fuel Injection for improved performance, plus a host of other features that combine to ensure maximum comfort, convenience, and value. With the Electra Glide, distinctive form meets time-proven function.



## 2005 FLHPI Road King® Motorcycle

Top Selling Police Motorcycle in the USA.

*Now with optional  
Anti-Lock Brake  
System (ABS)!*



**T**he low maintenance costs, superior durability, and unmatched resale value of the Road King® model make it the police motorcycle of choice.

Unmatched riding comfort utilizing key air-adjustable features: dual rear shock absorbers, massive solo saddle with remote reservoir and gauge. The FLHPI has a black and chrome powertrain, and the torque improvement of Sequential Port Fuel Injection.



## 2005 XL 883 Sportster® Motorcycle

The perfect motorcycle for community policing, park, and related patrol needs.

**T**he XL 883 Sportster® motorcycle extends the range and mobility of foot patrol officers. Perfect for community policing, park, and related patrol needs. For specific traffic enforcement motorcycles, see the complete line of Harley-Davidson® police motorcycles.



## TLE Sidecar

**A** Harley-Davidson police motorcycle becomes even more versatile and practical with the addition of a Harley-Davidson sidecar. Harley-Davidson® is the only major manufacturer to offer the sidecar, available in a wide range of solid and two-tone colors.



### Features

- Nine-spoke cast wheel.
  - Single disc, hydraulic disc brake on third wheel.
  - Single leaf-spring suspension.
  - Hand-laid fiberglass-reinforced resin matching lower fender trim skirt.
  - Fully-carpeted sidereails and forward footrest.
  - Padded vinyl seat with fold-down backrest.
  - Lockable, carpeted compartment behind fold-down seat.
  - Snap-down tonneau cover.
  - Contoured Lexan® windshield.
  - Directional signal, tail lights, and fender tip lamp.
  - Compatible with H-D® Police motorcycle models FLHPI Road King® and FLHTPI Electra Glide.®
- \*Consult your Harley-Davidson dealer regarding Anti-lock Brake System (ABS) equipped models.

## The Two Wheel Woodward Dream Cruise



10 years ago, in Royal Oak Michigan, a few Woodward Avenue business owners convened over a burger and started reminiscing about "the good-old days", when they cruised Woodward Avenue in the 50's. At this meeting they devised a plan to start advertising a "Cruise" to be held on the 3rd Saturday of August. The first year started out with little fanfare, no special events, just cruisin up and down Woodward in their old muscle cars, primarily in Royal Oak between 10 Mile and 14 Mile Roads.

However, in the following years, the cruise grew exponentially, gaining corporate sponsors such as Eaton, GM, Ford, Daimler Chrysler, Toyota, Honda, and Visteon among others. In 2004 the Woodward Dream Cruise was billed as the largest one-day car show in the world, attracting 50,000 muscle cars, street rods, custom, collector and special interest vehicles.

The cruise route now embraces 16 miles of divided pavement, four lanes in each direction, from the State Fair Grounds in Detroit to downtown Pontiac with an estimated 1.6 million spectators. Of these 1.6 million spectators, over 1 million of them line Woodward Avenue between 11 Mile and 14 Mile Roads (city of Royal Oak, MI).

Though the event is billed as a one-day event, it has expanded to 3 days starting on Thursday and ending on Saturday evening. Royal Oak Police Department has all personnel working 12-16 hour shifts on Friday and Saturday of the event. Unofficially, we start many weekends before, enforcing problems associated with the cruise with each day picking up speed until we do our final shut down of Woodward Avenue Saturday night at 9 PM. (we also have to close Woodward on the other nights).

During the earlier years of the Woodward Dream Cruise, Oakland County Sheriff's Department brought their Motor Unit to assist us with the various Law Enforcement functions during the event. It did not take long to grasp the importance of utilizing the Motor Unit as an effective tool in our sparse toolbox. Six years ago, Royal Oak Police Department established a first ever Motorcycle Unit. The Royal Oak Police started with 4

motors leased from a local Harley-Davidson dealership with four riders. Today, the Motor Unit has grown to nine riders plus two in limbo due to non-uniform assignments.

With the establishment of the Royal Oak Police Motor Unit, ROPD established a simple goal for the Woodward Dream Cruise: "To provide a safe family oriented environment for everyone to enjoy". Our action plan was two fold; 1) Build a rapport with the spectators. 2) Enforcement of laws regarding alcohol and driving offenses.

It does not take a rocket scientist to recognize the potential of officers on motors in building a positive relationship with crowds. But in this situation it was imperative since the people you have contact with at 8AM are going to be the same people, in the same spot, at 9 PM when you close Woodward Avenue. Obviously, if you create a hostile environment from the commencement, it will certainly be a very long weekend for you and your coworkers. You will not achieve your goal of providing a safe, family orientated environment. Obviously, you want the spectators on your side.

The assistance of the motors to "break the ice" is elementary, whether it is talking about your motor or your job, someone always has a positive comment to add.

Because you see and have contact with these same people throughout the day, building that rapport, the spectators become your eyes and ears. They eagerly point out violators and suspicious people, and if someone starts to give you a hassle, they readily become your advocates.

In addition, motor units became our "Quick Response Teams". With traffic bumper to bumper along Woodward, it is problematical for officers to respond in a patrol car, and just as difficult to respond on foot.

Obviously in these conditions, using a motor has a significant advantage over other modes of transportation. A trained motor officer can maneuver in, out and around traffic along with exploiting the median with ease and speed.

The Woodward Dream Cruise provides for the best



"real life" training one could ever ask for. When you are not practicing your slow speed maneuvers in the roadway, you are jumping curbs and riding on the grass medians that stretch the distance of Woodward Avenue.

Because the Woodward Dream Cruise had grown so quickly, it was evident that we (ROPD) needed more help on the motors. In 1998, then Motor Sergeant Doug Wolfe started recruiting assistance from other departments, initially receiving assistance of 40 Officers from eight Departments. In 2004, we were able to obtain the support of 120 motor officers from 25 different departments, including 4 Alabama State Police Troopers and 3 Constables from Windsor, Ontario Canada.

When employing other Police Department personnel, you must be cognizant of the legal issues entwined in such an endeavor. In 2004, all the departments that assisted us were covered under a long-standing "Mutual Aid" pact (with exception of Windsor Police Service). Under the guise of mutual aid, a participating department is empowered to have legal jurisdiction in the enforcement of civil infractions, city ordinances and state crimes. The difference is that the enforcing officer must write that violation to the city in which the infraction occurred.

>From an operational management aspect, we relegate a group of Motor Officers to each ROPD Officer for assignments and supervision. Though this may be taxing on the ROPD officer, we have found that the officers who come to support us in this event are usually well rested and ready to put their department in a favorable light, therefore, only modest guidance is needed.

Of the incidents that I remember, on the final evening of the cruise, officers from one of the 'first time' motor units, had commented "there is no way that you will be able to disperse 1 million people and 50,000 cars in less than 2 hours. At 9 pm, ROPD

shut down Woodward Avenue. At 1030pm, the Motor Units did their sweep to find, no vehicles and less than 100 people standing along the entire stretch of Woodward Avenue.

If you would like to take part in the "best real life" training experience that the United States has to offer, contact Sgt. Christopher M. Jahnke at Christopherj@ci.royal-oak.mi.us

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## [memory lane]



Highway Patrolman Thomas J. Gibbons, Jr., age 23, poses on his assigned 1964 Harley-Davidson outside Philadelphia Police Headquarters in May, 1968. The cycle was a kick-start, tank shift model and there was no radio. The siren was activated by a left heel pedal that brought the device in contact with the rear tire. Two years later, Gibbons and his partner were critically wounded in a shootout with a pair of gunmen. Both left the force because of their injuries.



West Virginia State Police, circa 1940's. Photo submitted by Art Moore of Smith and Wesson.



Officer Joe Tufaro, seated on motorcycle, pictured with his son, Captain Brian Tufaro on the same 1965 Harley-Davidson Servi-Car. Picture circa July 2002.



Officer Joe Tufaro (retired 1990) riding the North Plainfield, NJ, Police Department's 1965 Harley-Davidson Servi-Car. Picture circa 1969, submitted by his son, Captain Brian Tufaro.







Six new Harley-Davidson motorcycles for the Omaha Police Department await their riders outside the Harley-Davidson dealership in Omaha, NE. Date unknown.



West Virginia State Police, circa 1920's. Photo submitted by Art Moore of Smith and Wesson.



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Premium Jersey black long sleeve T-Shirt. "Classic Police" logo silk-screened on full front with "Police" badge on back yoke. S-XXXL

### Ⓑ HP0001 Weathered Black T-Shirt

Premium Jersey weathered black T-Shirt with "Weathered Motorcycle Police" logo silk-screened on full front and "Police" badge on back yoke. M-XXXL

### Ⓒ HP0002 Black T-Shirt

Premium Jersey black T-Shirt with "Weathered Police" logo silk-screened on full front and "Police" badge on back yoke. S-XXXL

### Ⓓ HP0013 Brass Belt Buckle

Custom "Police" badge design made from antiqued and polished brass. Made in USA.

### Ⓔ HP0010 Weathered Sandwich Cap

Black classic six-panel unstructured weathered twill cap. Embroidered patch "Police" logo on crown and H-D on back. Features embroidered Police spelled out on cap side and "Since 1908" on visor. One size fits most.

### Ⓕ HP0004 "Weathered Classic" Navy Hooded Sweatshirt

Navy heavyweight hooded sweatshirt with "Weathered Classic Police" silk-screened logo on full front. Muff pocket and drawstring hood. M-XXL

### Ⓖ HP0009 Black Medallion Cap

Low profile 100% heavy brushed navy cotton cap. Hand finished solid brass "Police" emblem on front, H-D embroidery on back, six panels and eyelets. Adjustable cloth back strap with antique flip buckle and sewn buttonhole. One size fits most.

### Ⓖ HP0006 Black Sport Shirt

Heavyweight black pique knit sport shirt with knit collar and welt cuffs. Embroidered "Police" badge on left chest. M-XXL

### Ⓖ HP0005 Steel Gray Sport Shirt

Jersey soft fashion knit sport shirt with contoured collar and rib cuffs. Double needle stitched bottom hem. "Police" badge logo silk-screened on left chest. M-XXL

### Ⓖ HP0007 Black Mesh Sport Shorts

100% polyester pro mesh short. 7" inseam and 100% polyester liner. Drawstring waist. Features silk-screened "Police" logo on left leg. M-XXL



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For more information or to order, please visit your local Harley-Davidson Dealer.



## 2004 South East Police Motorcycle Rodeo

Regional Park of the City of Weston, Florida

### Overall Team

Broward Sheriff's Office, Team 1  
Fort Lauderdale Police, Team 1  
Miami-Dade Police, Team 1  
Jefferson Parish, LA Police  
Fort Lauderdale Police, Team 2

### Overall Individual

Mike Fazio, Broward Sheriff's Office  
Todd Patterson, Washington, D.C. Metro Police  
Juan Enriquez, Miami-Dade Police  
Jim Polan, Fort Lauderdale Police  
Rick Dabe, Fort Lauderdale Police

### Team Slow Ride

Fairfax Co. Virginia, Team 1  
Fort Lauderdale Police, Team 1  
Fort Lauderdale Police, Team 2  
Broward Sheriff's Office, Team 1  
Fairfax Co. Virginia, Team 2

### Individual Slow Ride

Todd Mills, Fort Lauderdale Police  
Pat O'Hara, Fairfax Co. Virginia Police  
Joe Fuhrman, Fairfax Co. Virginia Police  
Sam House, Fort Lauderdale Police  
Brian Plaugher, Fairfax Co. Virginia Police

### Division One, Harley-Davidson with Fairing

Todd Patterson, Washington, DC Metro Police  
Jim Polan, Fort Lauderdale Police  
Rick Dabe, Fort Lauderdale Police  
Todd Mills, Fort Lauderdale Police  
Don Solinger, Fort Lauderdale Police

### Division Two, Harley-Davidson with Windshield

Mike Fazio, Broward Sheriff's Office  
Juan Enriquez, Miami-Dade Police  
Steve Rossman, Broward Sheriff's Office  
Mike Lerman, Broward Sheriff's Office  
Martin Giller, Miami-Dade Police

### Riders Over 50 Years of Age

Colleen Hanstein, Fort Lauderdale Police  
Dominick DeSiato, Hillsborough Co. Sheriff's Office  
Marty Schutt, Polk County Sheriff  
Billy Cox, Broward Sheriff's Office  
Chuck Wilson, Coral Springs Police

### Fun Run

Brian Plaugher, Fairfax Co. Virginia Police  
Steve Rossman, Broward Sheriff's Office  
Juan Enriquez, Miami-Dade Police  
Mike Fazio, Broward Sheriff's Office  
Glenn Morningstar, Jacksonville Sheriff's Office

### Bronfman Slow Ride Challenge

Brian Plaugher, Fairfax Co. Virginia  
Sam House, Fort Lauderdale Police  
Pat O'Hara, Fairfax Co. Virginia Police  
Joe Fuhrman, Fairfax Co. Virginia Police  
Todd Mills, Fort Lauderdale Police

### Challenge Ride

Don Solinger, Fort Lauderdale Police  
Tim Chafin, Jacksonville Sheriff's Office

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[training]



## HARLEY-DAVIDSON® 2005 POLICE TECHNICAL TRAINING SCHOOL

Harley-Davidson Motor Company will continue to provide technical service training to law enforcement agencies in 2005. Classes will be conducted at the Motorcycle Mechanics Institute (MMI) in Orlando, FL and Phoenix, AZ. All classes are taught in English.

We are pleased to be working closely with Harley-Davidson University to bring the best possible training to technicians and officers regularly employed by those agencies using Harley-Davidson Police Motorcycles. Additionally, all of the course curriculums have been revised to bring the content of Police Technical Training classes closer to the professional Harley-Davidson training received by dealership technicians. Students will be evaluated on their ability to perform the required procedures.

Courses are now structured and should be attended in the following order: Police A-Vehicle Maintenance, Police D-Electrical Diagnostics, Police B-Power Train Service, and Police E-Engine Management Systems. There is no prerequisite for Police A however, Police A is required for Police D; Police D is required for Police B; and, Police B is required for Police E. (If you have attended Police I & II in previous years, that fulfills the Police B requirement.)

A confirmation letter will be mailed when your enrollment application has been accepted. If you require further information, please contact Mick Olson at (414) 343-8234. Students are responsible for their own travel arrangements and hotel accommodations.

### TRAINING COURSE SCHEDULE

Enrollment for the Police Technical Training Courses is open to all technicians employed by law enforcement agencies using Harley-Davidson motorcycles. Participants should be experienced mechanics due to the technical nature of the preventative maintenance and diagnostics curriculum offered.

CLASS #	NAME	DATE	LOCATION
AO05-1	Police A	May 17-20, 2005	Orlando, FL
DO05-1	Police D*	May 23-26, 2005	Orlando, FL
BO05-1	Police B*	June 7-10, 2005	Orlando, FL
EO05-1	Police E*	June 13-16, 2005	Orlando, FL
AP05-1	Police A	September 20-23, 2005	Phoenix, AZ
DP05-1	Police D*	September 26-29, 2005	Phoenix, AZ
EP05-1	Police E*	October 3-6, 2005	Phoenix, AZ

\* denotes classes with prerequisites

Thank you for your interest in Harley-Davidson Police Technical training classes.  
Please review billing & cancellation guidelines that follow under "Technical Training Guidelines."





## 2005 Police Motorcycle Operator & Instructor Training Schedule

**\*\*tentative schedule-dates & locations are subject to change\*\***

The Center for Public Safety's International Police Motorcycle Academy and Harley-Davidson Motor Company will offer Police Motorcycle Operator and Instructor Academies for the following dates and locations:

DATE	LOCATION	COURSE	TUITION
November 29 - December 17, <b>2004</b>	Irving, TX	Instructor	\$1,595.00
January 17 - February 4, 2005	Orlando, FL	Instructor	\$1,595.00
January 24 - February 4, 2005	Orlando, FL	Operator	\$1,295.00
February 7 -February 25, 2005	Atlanta, GA (tentative)	Instructor	\$1,595.00
February 14 - February 25, 2005	Atlanta, GA (tentative)	Operator	\$1,295.00
February 28 - March 18, 2005	Gulfport, MS	Instructor	\$1,595.00
March 7 -March 18, 2005	Gulfport, MS	Operator	\$1,295.00
April 11 - April 29, 2005	Memphis, TN	Instructor	\$1,595.00
April 18 -April 29, 2005	Memphis, TN	Operator	\$1,295.00
May 2 - May 20, 2005	Allentown, PA	Instructor	\$1,595.00
May 9 - May 20, 2005	Allentown, PA	Operator	\$1,295.00
June 6 - June 24, 2005	Anne Arundel County, MD	Instructor	\$1,595.00
June 13 - June 24, 2005	Anne Arundel County, MD	Operator	\$1,295.00
July 11 - July 29, 2005	Wayne County, MI (tentative)	Instructor	\$1,595.00
July 18 -July 29, 2005	Wayne County, MI (tentative)	Operator	\$1,295.00
August 1 - August 12, 2005	London, OH	Operator	\$1,295.00
August 15 - September 2, 2005	Chicago Area, IL (tentative)	Instructor	\$1,595.00
August 22 - September 2, 2005	Chicago Area, IL (tentative)	Operator	\$1,295.00
September 12 - September 30, 2005	Denver, CO (tentative)	Instructor	\$1,595.00
September 19 - September 30, 2005	Denver, CO (tentative)	Operator	\$1,295.00
October, 2005	(site to be determined)	Instructor	\$1,595.00
October, 2005	(site to be determined)	Operator	\$1,295.00
November, 2005	Oklahoma	Instructor	\$1,595.00
November, 2005	Oklahoma	Operator	\$1,295.00
November 28 - December 16, 2005	Humble, TX	Instructor	\$1,595.00
December 5 - December 16, 2005	Humble, TX	Operator	\$1,295.00

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[training]

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E-mail: misty.oelhafen@harley-

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Do you currently have patrol motorcycles? ☐ yes ☐ no

If "no" would your agency be interested in the use of a new 2005 police model motorcycle featuring our new Anti-lock Brake System (ABS) braking system? ☐ yes ☐ no

If "yes," please specify brand and year: \_\_\_\_\_

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E-mail address: \_\_\_\_\_

Would you like to receive literature about our current police models? ☐ yes ☐ no

Would you like to be on The Mounted Officer™ subscription list? ☐ yes ☐ no

Comments: \_\_\_\_\_

## Subscriptions to The Mounted Officer™ now available online!

Harley-Davidson Motor Company and Hendon Publishing Company have joined teams to publish The Mounted Officer™. As part of this exciting new relationship subscriptions to The Mounted Officer™ will now be available online at:

**[www.hendonpub.com/harley/subscription.cfm](http://www.hendonpub.com/harley/subscription.cfm)**

Additionally, The Mounted Officer™ can also be viewed online at [www.harley-davidsonpolicemotors.com](http://www.harley-davidsonpolicemotors.com). Just follow the link in the lower right to view the magazine in pdf format.



## Building a World-Class Museum

The Harley-Davidson Museum Team continues to develop stories for the Harley-Davidson Museum. We have explored the organization of these stories while combing through the 100 years of product and company history, motorcycle events, and the culture of Harley-Davidson.

Police Sales has and continues to be a strong part of Harley-Davidson Motor Company. As part of our efforts we are looking for police artifacts to support possible stories we may want to include in the Harley-Davidson Museum.

We already have a significant collection of police patches; however, considering that there are over 2,700 agencies that ride Harley-Davidson motorcycles, our goal is to acquire one from each of these departments. We are also looking for additional police items you would care to contribute to aid in putting together the world-class museum our riders and enthusiasts would expect. All contributions would be used based on need and the identification of the appropriate use for their inclusion in the Harley-Davidson Museum.

Please forward your information, patches, and questions to:

Misty Oelhafen, Police and Fleet Sales, P.O. Box 653, Milwaukee, WI 53201



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The Arvada, CO Police Department's Traffic Unit. Pictured from left to right are: Officer Joe Lane, Officer Mike Touchton, Sergeant Larry Bennington, Officer Steve Erholm, Officer Jay Lopez, Officer Barry Malloy and Officer Bruce Stevens.



The Albany, NY Police Department Motor Unit.



Under the command of Captain Luc Bédard, Québec Provincial Police, and Lieutenant Robert Marier, Québec City Police, mounted officers provided escorts for delegations at the Summit of the Americas, Québec City, April 2001. Provincial and municipal police forces coordinated and worked with the Royal Canadian Mounted Police escorting President George W. Bush on his inaugural visit to Canada. Prémont Harley-Davidson and Québec City Police mechanic Marc Nadeau provided extraordinary 24-hour service ensuring parts and service for this high profile international event.



Deputy Gary Fisher of the Broward Sheriff's Office with Steven Tyler, of the band Aerosmith, at the Annual South Florida Toy Run.



The 2004 Charleston County Motor Squad is pictured from left to right: Chris Wells, Scott Eubanks, Rob Grimsley, Mike Burrell, Sgt. Dennis Bailey (standing), Chris Schwerin, Bobby Nesbit and David Willis.



The Korean National Police recently took delivery of 45 new 2004 FLHTPI in March. After a one-year trial of some BMW Police Models, the Korean Police Motorcycle Patrolmen requested the return to Harley-Davidson motorcycles. The Korean National Police have ridden Harley-Davidson's since the Korean War. The ROK Army also took delivery of 10 new FLHTPI in March and another 13 will be delivered shortly.





Larger than life. Traffic Sergeant Mark Stein of the Casselberry, FL Police Department.



The Dover Township, NJ, Police Department. Officers from left right: Lt. Mitch Little, Ptl. Robert Fielding, Ptl. Glenn Lucas, Chief Michael Mastronardy, Ptl. Christopher Leighton, Ptl. James Dolan and Capt. William Heckert.



Officers from the Glendale, CO Police Department Motor Unit. From left to right: Lt. Mike Gross, Sgt. Jose Silla, Officer Michelle Folmar, Officer Roy Martin and Sgt. Joe Haskins.



Officers and their motorcycles line the streets of Ardmore, PA in preparation for President Bush's visit. Photo submitted by Sgt. R.E. Yantorno, Jr. of the Narberth, PA Police Department.



Officers from the Palm Beach Gardens, FL Police Department. Left to right Motor Lt. Glen Brown, Motor Officers Bob Thomas, James Shackelford, Kevin Fulmar, Tim Roman, Wayne Sidey and George Smith.



Police Officer Michael Brown of the Oswego, NY Police Department.





A picture of the motorcade accompanying President Reagan's State Funeral - Washington, DC.



William G. Heinz, Jr. of the Satellite Beach, FL Police Department is pictured with one of the department's new Harley-Davidson motorcycles.



Members of the Zion, IL Police Department Motor Unit. From left to right: Officer Dave Gort, Officer Eric Barden and Sergeant Kevin Leslie.



The Korean National Police recently took delivery of 45 new 2004 FLHTPI Electra Glide® motorcycles. After a one-year trial of BMW police models, the Korean Police Motorcycle Patrol requested the return to Harley-Davidson® models, which they have used since the Korean War.



U.S. Secret Service Motorcade Support Unit



Conway, AK Police Departments only motor officers Shawn Schichtl and Lee Dison.





Paramedic Bill Huhn on the City of Pittsburgh Motor medic motorcycle, a 2003 Road King.



Members of the Plainfield, IN Police Department are pictured in front of IndyWest Harley-Davidson with the department's Harley-Davidson® Road Kings. Pictured are Sgt. Tom Kinman, Chief Larry Brinker, and Sgt. Gregg Bergesen.



Officer Mario Gonzalez of the DeKalb County Police Department won second place in the 2004 Georgia Police & Fire Games. DeKalb Police are proud of Officer Gonzalez and the Motorcycle Rodeo Team.



DeKalb County, GA Police Motorcycle Rodeo Team Officers Donal Berry, Michael Kemp, Sam Brooks, Mario Gonzalez and Larry Laghner.



Boulder, CO Police Department's Motor Unit pictured at the foot of the Rocky Mountains west of Boulder on their 2003 Road King motorcycles. The recently expanded unit is in its fifth year of operation and consists of a sergeant and six officers assigned to the Traffic Division.



Officer Paula King became a motor officer in June of 1988. Officer King was the first and only female in the motor unit for 15 years. In 2002 she attended the Peace Officers Standard & Training Course for state certification and passed, once again being the first DeKalb, GA, female to accomplish this.





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