110 YEARS OF THE DETROIT MOTORCYCLE OFFICER

OFFICERS TEST THEIR RIDING SKILLS AT THE HARLEY-DAVIDSON 115TH

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What a year it has been! I’m not sure where the time has gone, but here we are in the holiday season. Since the last issue of Motor Officer was published, so much has happened. We have added a bunch of new agencies to our customer list and visited a lot of our current customers from coast to coast and some of our international customers as well. We also celebrated with our customers and friends from around the globe during the 110th anniversary of the police motorcycle, which was held during the 115th celebration of Harley-Davidson Motor Company in Milwaukee.

In saying that, we had one heck of a great time at Miller Park with a great group of police officer and civilian riders. I’m not going to lie, it was as fun as them at first. However, at the end of the day, it is truly one group of riders who have the passion and drive in ride better and more safely every day! I want to personally thank all of the men and women who came to Milwaukee, and all of the volunteers who worked the weeklong event. We tried some new things during the event and we feel it was a home run. The skills competition leadership team felt that having our Harley-Davidson employees work all aspects of the event made it consistent and fair. In addition, we felt that we needed some subject matter experts who were not Harley-Davidson employees, ensuring this was a successful event!

Nathan Boyd, Brian Schneider and I would like to say thank you to everyone who had a hand in making this anniversary competition the best we have ever hosted. I need to point out that a portion of all the proceeds were donated to the C.O.P.S. organization, and they were incredibly thankful and appreciative of all of your support!

–George Petropoulos, Harley-Davidson
For more than a century, traffic enforcement has been the main mission of America’s motor officers. And it seems fitting that the concept of the motor officer was born in the Motor City itself. In 1908 the Detroit Police Department acquired a Harley-Davidson® motorcycle that company historians believe was the first motorcycle purchased specifically for police duty. That same year the new Ford Model T introduced the idea of affordable motor transportation for the masses, and before long major American cities like Detroit were teeming with speeding automobiles. Traffic was chaotic. Fatalities – of drivers and pedestrians – alarmed the public.

Since 1897, the Detroit Police Department had deployed bicycle-mounted officers, called the “scorchers” because they could move so quickly, able to chase down speeding cyclists when the sport went through a huge boom in popularity. With the proliferation of affordable automobiles, police departments realized that only a cop on a motorcycle, rather than a bicycle, could maneuver through traffic and chase down reckless drivers. The Detroit Police Department actually acquired its first motorcycle a year before Police Commissioner Frank Croal purchased the department’s first automobile. By the end of the 1920s Harley-Davidson® motorcycles were being used by more than 3,000 police departments around the world. In the earliest days of motor patrols, police officers often purchased their own motorcycle and were reimbursed by the department for maintenance. Any special equipment, such as extra lighting or a siren, was added by the department. It was not until 1930 that Harley-Davidson offered its first police-specific option, a calibrated speedometer.

The Ford Motor Company still has a huge presence in Detroit and for 110 continuous years Detroit motor officers have been astride Harley-Davidson® motorcycles. That tradition was renewed this year when the Detroit Traffic Enforcement Unit deployed a fleet of new Harley-Davidson® FLHTP Electra Glide® Police motors, the first new motorcycles the department has purchased since 2005.

F e joined George Petropoulos, Harley-Davidson manager of police and fleet sales, on a trip to Detroit in February to meet some of the city’s motor officers as they waited out the winter, anxious to get these new bikes on the street.

The 17-officer Detroit Traffic Enforcement Unit is a veteran crew. The youngest officer in the unit is 42-year-old Charo Turner, who has been a Detroit police officer for 22 years. Turner was not yet born when the unit’s senior member, 69-year-old Officer Eugene Williams, joined the force in 1970. Williams has been a motor officer since 2008. The real source of energy in the unit is 63-year-old Officer Sidney Bragg, a 40-year veteran of the DPD, the last 25 years in Traffic.

These veteran officers have been witness to tremendous change in the city of Detroit, once the home of a prosperous middle class that saw its fortunes fade with the decline of the American auto industry. In the mid-1970s approximately 4,000 officers protected the 1.5 million residents living in the 143-square-mile city of Detroit. Today that population has dropped to less than 700,000 citizens, and the police department counts about 2,600 officers. At its peak in the late 1950s the Detroit police department motor unit deployed more than 150 officers on Harley-Davidson® motorcycles. The Traffic Unit is based at Metro Division in the East Side neighborhood, surrounded by blocks littered with vacant lots and once-lovely homes in shambles.

Despite the short season in Detroit, Williams estimates he rides 10,000 miles a year on duty. “You know, the job of the motor officer has not changed at all,” Williams said. “Only the supervisors change.”

“Our mission is to write tickets and look sharp,” Bragg said with a big smile. “Our motor season starts in April with opening day of Tigers baseball and ends with the Thanksgiving Day parade. And it seems like every year we are riding in a little snow.”

Bragg is the unit’s lead certified instructor. The whole unit goes through a two-day recertification program each spring before getting back on the bikes for duty. Bragg also leads monthly in-service training to keep skills sharp.
During the winter the Traffic Unit switches to one-man patrol cars, but the duty stays the same. “The routine patrol is traffic enforcement,” Bragg said. “We patrol citywide, rather than in a certain precinct, and a motor officer handles most accident reports. We always handle accidents with a fatality.” Other duties include escorting funerals and motorcades for dignitaries (Bragg has escorted VIPs from the Pope to the president of the United States) and community relations at schools and events. Detroit motor officers ride their service bikes home at the end of a shift, and that made motor Officer Clyde Turner a celebrity in his Rosedale Park neighborhood. “Dad rode his police Harley home every evening and that was the highlight of my day,” Charo recalled. “He was my hero, and my brothers and I would wash his bike in the driveway. He showed us how to push it around and how it worked.”

Charo and three of his siblings became Detroit police officers. Charo served in the Traffic Unit with his father, who became a sergeant, for about 10 years. Clyde died in 2017. “Now I’m back living in Rosedale, and I’m the hero riding home in the evening,” said Charo, who was wearing a pair of his father’s Chippewa riding boots on the day we met. Charo said he will always cherish the memory of riding side-by-side with his father as escorts for the 2005 funeral of civil rights advocate Rosa Parks. Clyde was one of the first African-American motor officers in Detroit, “and when he started there were a lot of racial issues, duties he was not allowed to do,” Charo said. “That’s really improved. Now we are all blue.”

Unlike officers Williams and Braggs, Officer Charo Turner is an avid off-duty rider, putting miles on his personal 2010 Ultra Classic in charity events for families of fallen officers as a member of the Detroit chapter of the Warthogs Motorcycle Club. Charo also competes in motorcycle police skills competitions, where he may go head-to-head with his supervisor, Sgt. Cory Karssen. “I beat Charo at the last competition,” said Karssen, a 23-year veteran of the Detroit police force. Charo has also become known to his neighbors for his motorcycle skills, as seen in his role as the hero riding home in the evening. Charo said he will always cherish the memory of riding side-by-side with his father as escorts for the 2005 funeral of civil rights advocate Rosa Parks. Clyde was one of the first African-American motor officers in Detroit, “and when he started there were a lot of racial issues, duties he was not allowed to do,” Charo said. “That’s really improved. Now we are all blue.”

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Motor officers have always loved showing off their riding skills.

Two of the Detroit P.D.’s Harley-Davidson® police motorcycles stand at the ready. Photo courtesy of the Detroit Police archives.

P.D., the last four spent in the Traffic Enforcement Unit. “I’d been a rider since I was 13 years old, but I realize now I didn’t really know how to ride until I passed the police operator certification course.”

Karssen joined the traffic unit when there was an opening for a sergeant’s position. “I’d spent most of my career in narcotics, and I saw a lot of action but I was really getting burned out,” he said. “I was only thinking about retiring when this position opened up, and it’s been like a blessing from God. It’s changed my whole life.

“In narcotics my days were filled with negative contacts, which really affects your perception of the world,” Karssen said. “Now so much of what I do is positive contact, and it’s opened my eyes to the community. We are at schools, we are working traffic control for marathon races on weekends. Even when I’m working traffic enforcement, that seat belt ticket I write might save a life. This is the most rewarding police work I’ve ever done.”

DETROIT POLICE FIELD DAY
Thrilling stunts by officers mounted on their Harley-Davidsons helped make the 1940 Field Day of the Detroit, Michigan, Police Department a great success.

LEFT Motor officers have always loved showing off their riding skills. TOP Two of the Detroit P.D.’s Harley-Davidson police motorcycles stand at the ready. ABOVE Photo courtesy of the Detroit Police archives.
SPECIAL THANKS TO OUR CORPORATE SPONSORS OF THE H-D 115TH POLICE AND CIVILIAN SKILLS COMPETITION

The Seer S2102/S2108 features new technology including Uni-directional Advanced Composite Carbon Fibers to maximize weight reduction. Custom designed fiber angles are used to maximize strength and improve impact performance. A consistent shell thickness is achieved utilizing an all Uni-directional Aerospace Layup technology. DOT certified. The Seer S2102/S2108 is the only helmet made from carbon fiber, designed exclusively for motorcycle officers, and made in U.S.A! Find out more information at http://superseer.com.

IS YOUR HELMET MADE FROM CARBON FIBER?

OURS IS.

The Seer S2102/S2108 features new technology including Uni-directional Advanced Composite Carbon Fibers to maximize weight reduction. Custom designed fiber angles are used to maximize strength and improve impact performance. A consistent shell thickness is achieved utilizing an all Uni-directional Aerospace Layup technology. DOT certified. The Seer S2102/S2108 is the only helmet made from carbon fiber, designed exclusively for motorcycle officers, and made in U.S.A! Find out more information at http://superseer.com.
FOR 110 YEARS, HARLEY-DAVIDSON HAS BEEN PROVIDING MOTOR OFFICERS the most legendary motorcycles and engines in the world. Just a year after the Detroit Police Department took delivery of the first H-D® police motorcycles in 1908, the Motor Company introduced its first V-twin engine. That configuration has been the standard ever since.
Starting with the 2017 model year, the Milwaukee-Eight® 107 engine became the new standard. The first H-D® production engine featuring four valves per cylinder. It delivers more power, quicker acceleration, smoother operation and a better overall riding experience than any H-D® engine before it. In other words, more of what motorcycle officers need to stay one step ahead. For 2019, the Milwaukee-Eight® 114 engine takes things even further.

**POWER TO GO**

With 7 extra cubic inches of displacement – up to 114 from 107 – the 114 takes Milwaukee-Eight power to a new level. This enhanced performance will help motor officers do their jobs in any number of ways, says David Hawley, Harley-Davidson project manager and technical lead for Police and Fleet Sales.

“It has a larger bore and stroke, for more torque and more horsepower,” he explains. “It will help you accelerate quicker in an emergency, help you get out of the way in traffic, or get up to speed on an on ramp and merge more easily. Any time you need that extra boost you’ll know it’s there and appreciate the difference.”

While a 114-cubic-inch version of the Milwaukee-Eight® engine was previously available through an upgrade kit, the new standard version offers an easier, more refined entryway into the enhance performance it offers. And it’s not just the enhanced displacement. The 2019 engine also boasts a new compression ratio, bumped up from 10.0:1 to 10.5:1. “That may not seem like a huge increase,” Hawley says, “but combined with the larger bore and longer stroke, it makes a much bigger bang. You’re going to notice the difference.”

**AMERICAN LEGEND**

The best part is the newest Harley-Davidson® engine retains all the legendary character of those that have come before it.

“The look of the engine, the look of the bikes, the sound of the engine ... Harley-Davidson® is very distinct in those ways, and these new engines reflect that,” Hawley says. “It engages smoothly and positively early on; the friction zone is right there. That’s something that you’re going to notice immediately.”

**REFINED RIDE**

Power isn’t everything, of course. The Milwaukee-Eight® 114 police engine is designed to deliver an enhanced overall riding experience – to make your toughest days on the job a little easier to handle.

**COUNTER-BALANCED ENGINE**

To help deliver all that power as smoothly as possible, the 114 engine is counter-balanced for a smoother, more refined ride.

**ENGINE IDLE TEMPERATURE MANAGEMENT SYSTEM**

The Engine Idle Temperature Management System (EITMS) is another nice feature. In parade or escort situations requiring extended slow-speed riding, the rear cylinder doesn’t fire. Instead it acts as a heat pump, expelling hot air from the engine to help keep excess heat away from the rider. A fan-assisted oil cooler also helps optimize heat management.

**10-PLATE CLUTCH**

Working in concert with the powerful new engine is a new 10-plate clutch design. “The clutch engagement is much sooner than it was before,” Hawley says. “It engages smoothly and positively early on; the friction zone is right there. That’s something that you’re going to notice immediately.”

**REFLEX™ LINKED BRAKING SYSTEM**

2019 Harley-Davidson® Road King® and Electra Glide® ‘police motorcycles come equipped with Reflex™ Linked Brembo® Brakes with ABS. No, that’s not part of the engine, but you’ll appreciate the added stopping confidence to go with the extra power!
STRESS IN A CONTROLLED ENVIRONMENT

THE POLICE SKILLS CHALLENGE AT THE 115TH ANNIVERSARY CELEBRATION WAS ABOUT MORE THAN FUN AND GAMES.

BY MIKE ZIMMERMAN | PHOTOGRAPHY BY JOHAN JOHANSON
While the civilians ride wearing typical motorcycle clothing, most officers compete in full uniform. They do it to put the best face forward and make a positive impression on the community, Grimsley says. “These competitions are a great way for the public to interact with motor officers and realize we’re human too.”

If you’ve never seen one of these skills competitions, you’re missing quite a show. Officers (and civilians, in a separate division) from around the country maneuver their big police bikes through a twisting, turning, low-speed labyrinth of orange traffic cones. It takes balance, finesse and nerves of iron to be the best.

In the end, only one rider can take the top prize. But every officer who participates has honed skills that will help him or her be a better motorcycle cop.

“In the real world, a cone represents a car fender, a pedestrian’s foot, something you don’t want to hit,” explains Rob Grimsley, one of the event’s main organizers – and a retired motor officer. “That could potentially cause a crash or accident out on the street, so that’s why we emphasize running the course and not hitting any cones at all.”

As a general rule, it’s best not to let the shiny parts of your motorcycle scrape the pavement. At the Harley-Davidson 115th Anniversary Police Motorcycle Skills Competition, if you’re not dragging some chrome in the tightest turns, you’re probably losing time (and points) to the field. Scratching your footboards doesn’t cost any points. Knocking over a cone will cost you 3.

ABOVE Officer Ben Fletcher (left) of the Houston, Texas, Police Department, the eventual winner, relaxes with fellow competitors between rounds.

ABOVE More than 80 officers from 10 U.S. states and Canada competed in the two-day competition.
CIVILIAN DIVISION
1. Eric Peabody, SC
2. Mike Gentile, CT
3. Wesley Smith, LA
4. Kevin Briggs, TX
5. Kaitlin Riley, LA

After the official competition was concluded (results listed at right), the top five riders on the civilian and officer sides took part in an unofficial run-off. The civilians competed on their own bikes, while the officers were each given a brand-new model year 2019 police Road King® motorcycle to ride. Even on the unfamiliar motorcycle, Officer Fletcher again prevailed among the cops, earning his department in Houston a new Road King® motorcycle for their fleet.

POLICE DIVISION
1. BEN FLETCHER, Houston, TX, PD
2. KEN DOWIAS, Amarillo, TX, PD
3. TOMMY CABIELLO, Corpus Christi, TX, PD
4. TOMMY JOHNSON, Patterson, NJ, PD (retired)
5. TIM CHAFIN, Jacksonville, FL, Sheriff’s Office

BONUS ROUND
SPEED AND PRECISION
Adding a time factor and making it a competition, he says, puts officers under stress. And that provides a good simulation of how an officer might respond to the stress of an emergency situation.

“...This is stress in a controlled environment,” says Grimsley, Harley-Davidson regional police and fleet sales rep in the southeast region. “And that helps you really see how they’re going to react in the real world.”

Grimsley, a retired cop with 24 years as a motor officer, says the course his team designed – which spells out “115 H-D” from above – emphasizes what he calls the five principles of effective riding: head, eyes, clutch, throttle and rear brake.

HEAD AND EYES: “You have to look where you want to go for the motorcycle to go where you want it to.”

CLUTCH AND THROTTLE: “You have to learn to give proper input from the throttle and engage the clutch just the right amount without over-revving the engine and not dumping the clutch or sucking it in. 1100-1200 rpm should be all you need.”

FEATHER THE REAR BRAKE: “Apply slight pressure to the rear brake when you start to lean the motorcycle over. Don’t ride it the entire time. It’s a lot like the clutch. When you’re in an out of the friction zone, you’re on and off the rear brake.”

WINNING AND LOSING
Even though improving on-the-job slow speed riding skills is most important, and the camaraderie among the competitors is priceless, winning still matters. Judging by the intensity on the competitors’ faces, it matters a lot. Especially at a competition this size. The H-D 115th Anniversary Motorcycle Skills Competition attracted more than 80 officers from 10 U.S. states and Canada – along with another 90 or so civilians from as far away as Brazil. Over the course of two long, pressure-packed days, the cream steadily rose to the top.

Taking the top prize on the police side was Officer Ben Fletcher from the Houston, Texas, Police Department. A 17-year police veteran, he’s been a motor officer for nine years and competing in skills competitions since 2012. Winning this particular title, he says, is a very big deal. “I feel like I’ve been put up against the best in the nation, and glad that it turned out well.”

So congratulations to the entire H-D team and all the competitors for making the 115th Anniversary Skills Competition a huge success. And hats off to all the winners in both the police and civilian divisions. Because scratched-up footboards can be replaced. Stress in a controlled environment makes you stronger. But glory lasts forever – or at least until 2023.

WINNER TAKES ALL

So congratulations to the entire H-D team and all the competitors for making the 115th Anniversary Skills Competition a huge success. And hats off to all the winners in both the police and civilian divisions. Because scratched-up footboards can be replaced. Stress in a controlled environment makes you stronger. But glory lasts forever – or at least until 2023.
TO SEE AND BE SEEN

On the street, staying visible is important to staying out of harm’s way. These new HARLEY-DAVIDSON® POLICE WINDSHIELD LIGHT ARRAYS will help to enhance your visibility in emergency situations. They feature super-bright LED light heads, selectable, sync-able flash patterns of red, blue and white light; fast programming (programmer sold separately) and a bright-white takedown mode for extra visibility when you need it most.

Plus, because they use existing mounting holes, no drilling or modifying of the bike is required; they install quickly and easily on the windshield of your Road King® or Electra Glide® police model. So you won’t have to sacrifice time on the street to make your entire fleet stand out more brilliantly.

For Police Road King®: MSRP $799.95
P/N 68000287

For Police Electra Glide®: MSRP $899.95
P/N 68000288

Light Programmer (sold separately): MSRP $289.95
P/N 68000276

UNDENIABLY RIGHT, THEN AND NOW

One of the great things about motor officers and Harley-Davidson® motorcycles is the history and heritage they both represent. In the above iconic 1990 poster, Sgt. Mike Kulmann of the Milwaukee Police Department illustrates the positive effect friendly motor officers can have on the communities they serve and protect. The motorcycle draws attention; a friendly word helps build trust in law enforcement.

In the updated limited-edition 2018 poster, Kulmann’s son, motor Officer John Kulmann, also of the Milwaukee P.D., carries on the tradition. Plus, if you look closely, you’ll see the now-retired Sgt. Kulmann playing the role of the crossing guard. Better still, Mike’s grandkids are among the children featured. It just goes to show you, the value of effective law enforcement never changes.

To get your free limited-edition poster, you must be an active law enforcement official, and the form to the right must be fully completed and mailed to:
Harley-Davidson®
P.O. Box 653 – 3700 W. Juneau Avenue
Milwaukee, WI 53201
or emailed to:
fleetrep@harley-davidson.com.

CONTACT INFORMATION

FIRST NAME _______________________________________________________________________________________
LAST NAME _______________________________________________________________________________________
LAW ENFORCEMENT AGENCY _________________________________________________________________________
ADDRESS _________________________________________________________________________________________
CITY/STATE/ZIP __________________________________________________________________________________
PHONE ______________________________________ ALT PHONE __________________________________________
EMAIL ____________________________________________________________________________________________
DO YOU CURRENTLY HAVE PATROL MOTORCYCLES? IF “YES,” PLEASE SPECIFY BRAND AND YEAR:________________________________________________________________________________________________

YES, I WOULD LIKE TO CONTINUE RECEIVING THE MOTOR OFFICER MAGAZINE

MOTOR OFFICER MAGAZINE  26  WINTER 2019

MOTOR OFFICER MAGAZINE  27  WINTER 2019
Harley-Davidson Motor Company will continue to provide technical training to law enforcement agencies this year. Classes will be conducted at Harley-Davidson University in Milwaukee, Wisconsin. **ALL CLASSES ARE TAUGHT IN ENGLISH.**

We are pleased to be working with our own Harley-Davidson University to bring the best possible training to technicians and officers regularly employed by those law enforcement agencies using Harley-Davidson Police Motorcycles. Course curriculum have been designed 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.

**IN THE SPIRIT OF SAFETY, STEEL TOE SHOES ARE REQUIRED AT THE TRAINING VENUES. FIREARMS ARE PROHIBITED.**

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### Training Class Schedule

Courses are structured, and it is recommended that students attend classes in the following order:

1. **Police A** - Vehicle Maintenance ........................ No Prerequisite
2. **Police D** - Electrical Diagnostics ........................ Requires previous attendance in Police A
3. **Police F** - Chassis Setup/ABS ............................. Requires previous attendance in Police A & D
4. **Police B** - Power Train Service ............................ Requires previous attendance in Police A, D & F
5. **Police E** - Engine Management Systems ............... Requires previous attendance in Police A, D, F & B

<table>
<thead>
<tr>
<th>CLASS</th>
<th>NAME</th>
<th>DATE</th>
<th>LOCATION</th>
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<tr>
<td>AM19-1</td>
<td>Police A</td>
<td>April 15-18</td>
<td>Milwaukee, WI</td>
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<tr>
<td>DM19-1</td>
<td>Police D*</td>
<td>April 22-25</td>
<td>Milwaukee, WI</td>
</tr>
<tr>
<td>FM19-1</td>
<td>Police F*</td>
<td>April 29-May 2</td>
<td>Milwaukee, WI</td>
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<tr>
<td>BM19-1</td>
<td>Police B*</td>
<td>May 6-9</td>
<td>Milwaukee, WI</td>
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<tr>
<td>EM19-1</td>
<td>Police E*</td>
<td>May 13-16</td>
<td>Milwaukee, WI</td>
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<tr>
<td>AM19-2</td>
<td>Police A</td>
<td>July 8-11</td>
<td>Milwaukee, WI</td>
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<tr>
<td>DM19-2</td>
<td>Police D*</td>
<td>July 15-18</td>
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<td>FM19-2</td>
<td>Police F*</td>
<td>July 22-25</td>
<td>Milwaukee, WI</td>
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<tr>
<td>BM19-2</td>
<td>Police B*</td>
<td>July 29-Aug 1</td>
<td>Milwaukee, WI</td>
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<tr>
<td>EM19-2</td>
<td>Police E*</td>
<td>Aug. 5-8</td>
<td>Milwaukee, WI</td>
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* denotes classes with prerequisites

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## 2019 Motorcycle Operator & Instructor Training

**DATE** | **LOCATION** | **COURSE** | **TUITION**
---|---|---|---|
Jan. 7-25 | Baton Rouge, LA | Instructor | $1,895
Jan. 14-25 | Baton Rouge, LA | Operator | $1,595
Jan. 8 | Baton Rouge, LA | Instructor Recertification | $350
Feb. 4-22 | Niceville, FL | Instructor | $1,895
Feb. 11-22 | Niceville, FL | Operator | $1,595
Feb. 5 | Niceville, FL | Instructor Recertification | $350
April 8-26 | Charleston, WV | Instructor | $1,895
April 15-26 | Charleston, WV | Operator | $1,595
April 9 | Charleston, WV | Instructor Recertification | $350
May 6-24 | Omaha, NE | Instructor | $1,895
May 13-24 | Omaha, NE | Operator | $1,595
May 7 | Omaha, NE | Instructor Recertification | $350
June 3-21 | New Hampshire | Instructor | $1,895
June 10-21 | New Hampshire | Operator | $1,595
July 8-26 | Detroit, MI | Instructor | $1,895
July 5-26 | Detroit, MI | Operator | $1,595
July 9 | Detroit, MI | Instructor Recertification | $350
Aug. 5-23 | Castle Rock, CO | Instructor | $1,895
Aug. 12-23 | Castle Rock, CO | Operator | $1,595
Aug. 6 | Castle Rock, CO | Instructor Recertification | $350
Oct. 7-25 | Cookeville, TN | Instructor | $1,895
Oct. 14-25 | Cookeville, TN | Operator | $1,595
Oct. 8 | Cookeville, TN | Instructor Recertification | $350
Nov. 4-22 | Linden, NJ | Instructor | $1,895
Nov. 11-22 | Linden, NJ | Operator | $1,595
Dec. 2-20 | Conroe, TX | Instructor | $1,895
Dec. 9-20 | Conroe, TX | Operator | $1,595
Dec. 3 | Arlington, TX | Instructor Recertification | $350

ONLINE REGISTRATION CAN BE COMPLETED AT THE FOLLOWING LINK: HTTPS://REGISTRATION.NUCPS.NORTHWESTERN.EDU

David Hawley / Harley-Davidson Information 414-343-7875
The miles you ride show your dedication to freedom and the open road. Whether an afternoon getaway or a transcontinental journey, every ride brings us closer together. The Ride 365 program offers rewards and recognition at numerous levels. Keep track of your mileage, because miles count.

Visit member.hog.com/Ride365 to learn more.

Photo by Josh Kurpius