



SUMMER 2020

THE

MOTOR OFFICER™

OFFICIAL MAGAZINE OF THE HARLEY-DAVIDSON MOTOR OFFICER

A HERITAGE OF SERVICE
AND FELLOWSHIP

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Ride with Confidence and Control

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From the Editor



What a year it has been! As we continue to navigate through changes due to COVID-19, we at Harley-Davidson are entering into some new and exciting times and changes. One of the changes at *The Motor Officer Magazine* is the passing of the baton from one editor to another. We thank George Petropoulos for all he has done here at Harley-Davidson and within the police community through the years. I look forward to working with all of you and continuing the tradition of this great publication moving forward.

I am honored to have the opportunity to step into the role of editor. I have been with Harley-Davidson for five years, four of those years working on the Police & Fleet Sales team. I have met some of you at events over the years and look forward to meeting many more of you in the future.

With the global pandemic causing most of us to embrace the opportunity for change, it is a good time to make some modifications to *The Motor Officer Magazine* as well. We are excited to announce that moving forward, the magazine will transition to a digital-only format, giving even more readers broader access to our content. We will continue to strive to provide the best content dedicated to all of you and your fields of expertise. Harley-Davidson has a long tradition of the utmost respect for our law enforcement and emergency responders. We take great pride in working with you! This mini edition of *The Motor Officer Magazine* is a sample of the content you can expect moving forward. Our plan is to produce up to three digital editions per year.

Again, I look forward to working with all of you and sincerely hope you enjoy this new format. Thank you for all you do and your continued support of Harley-Davidson Motor Company!



SHELBY ROMERO, POLICE & FLEET SALES

EDITOR IN CHIEF

Shelby Romero
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S U M M E R 2 0 2 0



Shelby Romero is the Police and Fleet Team Market Support Coordinator, as well as the Editor of *The Motor Officer Magazine*. She has provided marketing and analytical support to the Police and Fleet Team for the past four years.

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Jeff Dickey is the Regional Police Fleet Sales Rep for the Great Lakes region and the Central Plains states. He is a 35-year veteran of law enforcement, retiring as a captain from the Ohio State Highway Patrol. In 2006, Jeff was assigned the task of resurrecting the OSHP's motor unit, which had been disbanded for 50 years. As Executive Officer of Operations, Jeff implemented and expanded the motor unit into Ohio's metro areas.

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Rob Grimsley has been the Police & Fleet Sales Rep for the Southeast for seven years. Rob served 25 years in law enforcement in Charleston, SC, and was assigned to the Motor Squad 24 of those years. During his last eight years, he was the Motor Sergeant for the Charleston County Sheriff's Office. Rob is a certified Police Motorcycle Instructor through IPTM, Northwestern University, Fairfax County Police VA and Maryland State Police. He has served as an Adjunct Police Motorcycle Instructor for IPTM and Florida Public Safety Institute. Rob is also retired from the U.S. Air Force Reserves as a Chief Master Sergeant in the Security Forces career field.

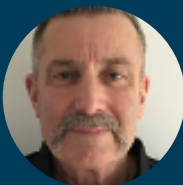
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The Team



Brian Hirt is the Police & Sales Rep for the Southern Region. This includes Texas, Louisiana, Arkansas, Oklahoma and Kansas. He is a 26-year veteran of law enforcement and retired as a sergeant with the Hutchinson, Kansas, Police Department. For 21 of those years, Brian was a motor officer. The last 14 years, he was the supervisor of the traffic division and motors, which also included doing enforcement on the motorcycle. He was certified by MSF as a rider coach, teaching basic rider courses at Hutchinson Community College for many years. Brian is also a U.S. Marine Corps veteran.

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Angelo Todaro is the Regional Police & Fleet Sales Rep. for the Northeast. He is a 39-year veteran of law enforcement and retired as a motorcycle officer with the Suffolk County Police Department, N.Y. Angelo was the lead instructor in his unit and was certified by NUCPS as a Police Motorcycle Instructor in 2005. He has been a Rider Coach with MSF since 1992. Angelo was responsible for training motorcycle officers in his department as well as many other local departments that utilized his agency's training facilities. After his retirement, Angelo spent the last two years as the Service Department Manager at a Harley-Davidson dealership near his home.

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Ted White Jr. is the Police & Fleet Sales Rep for the Northwestern region of the United States. He is a 29-year veteran of law enforcement and retired with the California Highway Patrol. He rode motors as an officer and sergeant. As a sergeant, Ted managed the CHP's Motorcycle Training Unit at the Academy, where he was responsible for 39 law enforcement motorcycle training courses per year. Currently the CHP deploys 411 motorcycles statewide. Ted's father is also a retired motorcycle sergeant with the CHP.

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Joe Wingard is the Regional Accounts Rep for the Southwest. He is a 25-year veteran of law enforcement and retired as a Captain with the Nevada Highway Patrol in Las Vegas, Nevada. Joe supervised the motor unit as a Sergeant, Lieutenant and Captain. He also spent time as a regional fleet manager and was responsible for the acquisition and service of police-duty Harley-Davidson motorcycles for the Nevada Highway Patrol in Las Vegas. Joe received his police motorcycle training from the Las Vegas Metropolitan Police Department and has a Bachelor's Degree from the University of Nevada - Las Vegas.

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— feature —

MOTOR OFFICER

Ride with Confidence and Control

HARLEY-DAVIDSON REFLEX DEFENSIVE RIDER SYSTEMS

In a typical shift, a motor officer pushes a motorcycle to the limit. Aggressive riding, in almost any weather condition and on any road surface, is part of the job. While skills, training and experience give motor officers an edge over civilian riders in challenging conditions, back-up from rider assistance technologies can make a significant impact.



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Harley-Davidson Reflex™ Defensive Rider Systems (RDRS) is built into every 2020 Police Road King® and 2020 Police Electra Glide® motorcycle. It's a collection of technologies that enhance confidence and control in aggressive riding situations and less-than-ideal conditions. The systems within RDRS utilize advanced chassis control, electronic brake control and powertrain technology to assist with accelerating and braking in a straight line or while in a turn.

"It's not unusual for a motor officer to break traction, while accelerating, braking or cornering," said Rob Grimsley, Harley-Davidson Regional Police Sales Representative and a retired officer with 24 years on a motor squad. "When that happens, Harley-Davidson RDRS technology can help keep you in control. In fact, RDRS can react so quickly, you may not notice it working."

RDRS is designed to match motorcycle performance to available traction during acceleration, deceleration and braking, to aid the rider in controlling the vehicle. A rider may find the systems most helpful when riding in adverse road conditions and in urgent situations. RDRS includes:

Cornering Enhanced Electronic Linked Braking (C-ELB) applies braking effort to both wheels when the rider uses either the hand lever (front) or foot pedal (rear) brake control, which can help many riders achieve better braking performance. C-ELB will alter the proportioning of brake pressure between the front and rear brakes when braking while cornering in an attempt to improve the bike's ability to maintain the rider's intended path.

Cornering Enhanced Antilock Braking System (C-ABS) is a variant of ABS that takes into consideration the motorcycle lean angle. The brake pressure required to limit wheel slip when cornering is typically lower than the pressure required under straight-line operation.

"I had a 2016 Police Road King with the ABS Linked Braking System that worked very well, but the new RDRS on our 2020 Police Road King smokes it in performance and features. The new cornering-enhanced Linked ABS system on the RDRS allows more confidence in hitting the corners with more speed and better control. This is a big safety improvement."

Sgt. Jack Murray, Daytona Beach Police Dept./Speedway Motor Unit

Tire Pressure Monitoring System (TPMS) alerts the rider to low tire air pressure and displays current front and rear tire pressure on the odometer LCD screen. Indicators alert the rider when tire pressure is low and should be checked. Maintaining proper tire air pressure is important both for vehicle performance and tire life.

"The TPMS is a long-awaited feature. I must admit, there were times I wouldn't check the pressure in my tires as often as I should, because I had to get down on the ground or might have been in a hurry. There is really no excuse now to not check your tire pressure before each shift, at a minimum. This will definitely help me, and all motormen for that matter, stay on top of tire pressure and make riding safer."

Deputy William Brinson, Charleston County Sheriff's Office Traffic Division

Cornering Enhanced Traction Control System (C-TCS) is designed to prevent the rear wheel from excessive spinning under acceleration when available traction is compromised by wet weather, a sudden unanticipated change in the surface, or when riding on an unpaved road. The rider may select one of two traction control modes: Standard Mode is optimized for dry surfaces; Rain Mode is optimized for wet surfaces.

Cornering Enhanced Drag-Torque Slip Control System (C-DSCS) is designed to reduce excessive rear-wheel slip under deceleration, which typically occurs when the rider makes an abrupt down-shift gear change or decelerates on wet or slippery road surfaces. The action of C-TCS and C-DSCS is also tailored when cornering based on lean angle.

"The cornering enhanced traction control system works very well and allows more acceleration around corners and while exiting. It makes the bike feel planted on the road and not squirrely, giving you more confidence. The rain control option is also nice to give added traction on wet roads."

Sgt. Jack Murray, Daytona Beach Police Dept./Speedway Motor Unit

Vehicle Hold Control (VHC) uses brake pressure to keep the motorcycle from rolling after the rider has released the brake controls. The rider activates VHC by momentarily applying extra pressure to either the front-brake hand lever or the rear-brake foot control after the motorcycle has come to a complete stop. The system applies brake pressure until the rider actuates the throttle and clutch to pull away. VHC may also be engaged when the motorcycle is stopped on a flat surface if the rider wants to maintain position without applying pressure to a brake control.



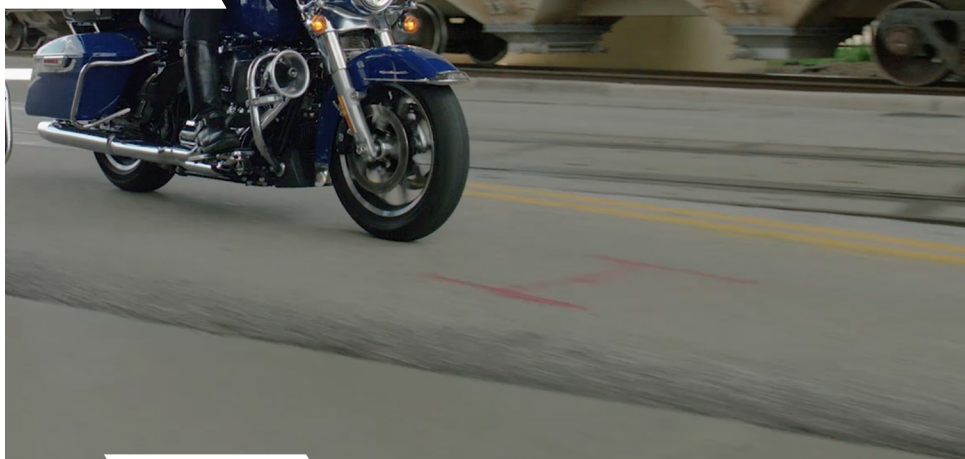


"At first, I thought I could take it or leave it on the vehicle hold control, but after being on a 2020 FLHTP for a short time, I have found it to be very useful. I have already had a citizen pull up with a question while sitting in traffic, and I was able to utilize the VHC, which helped stabilize the motorcycle and allowed me to take one thing off my plate while I was talking. Also I have found that while sitting in traffic or at a stoplight, VHC has been helpful when I need to adjust my radio volume or switch channels."

Deputy William Brinson, Charleston County Sheriff's Office Traffic Division

In addition to improving control and confidence while riding on duty, Grimsley thinks RDRS features can improve performance during motorcycle police skills competitions.

"I'm still an active competitor," said Grimsley. "If my back tire loses traction, I'm going to slow down, and I won't be able to hold my line. The RDRS traction control usually intervenes so smoothly I don't feel it working, and because it detects lean angle, that intervention is adjusted to match the available tire contact patch. I know some competitive riders want to rely just on their skill and reflexes, but RDRS can usually react more quickly than you can. You also have the option of turning the traction control off, which makes it pretty easy to make a comparison."



Disclaimer: Available traction is determined by the road/tire interface. The systems bundled into the RDRS are only able to adjust brake pressure or powertrain torque in an attempt to keep the forces at the tire from exceeding available grip. These technologies do not have the ability to increase grip, or to intervene when the rider has not made a brake or throttle application (e.g., coasting through a corner with the clutch disengaged). RDRS is not a system to directly influence vehicle direction. This is a key difference between motorcycle RDRS and Automotive Stability Control. The rider is ultimately responsible for steering and path corrections.



**On duty or on the course,
Harley-Davidson RDRS is back-up
you can count on.**



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2020

Police Technical Training

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

POLICE A

Vehicle Maintenance
No Prerequisite

POLICE D

Electrical Diagnostics
Requires previous attendance in Police A

POLICE F

Chassis Set-up/ABS
Requires previous attendance in Police A & D

POLICE B

Power Train Service
Requires previous attendance in Police A, D & F

POLICE E

Engine Management Systems
Requires previous attendance in Police A, D, F & B

Class	Name	Date	Location
AM 19-2	Police A	July 6-9, 2020	MMI - Orlando
DM 19-2	Police D*	July 13-16, 2020	MMI - Orlando
FM 19-2	Police F*	July 20-23, 2020	MMI - Orlando
BM 19-2	Police B*	July 27-30, 2020	MMI - Orlando
EM 19-2	Police E*	August 3-6, 2020	MMI - Orlando

Class	Name	Date	Location
AM 19-3	Police A	September 14-17, 2020	MMI - Milwaukee
DM 19-3	Police D*	September 21-24, 2020	MMI - Milwaukee
FM 19-3	Police F*	Sept. 29 - Oct. 2, 2020	MMI - Milwaukee
BM 19-3	Police B*	October 12-15, 2020	MMI - Milwaukee
EM 19-3	Police E*	October 19-22, 2020	MMI - Milwaukee

* Denotes classes with prerequisite

The Motor Officer Magazine is Going All Digital!



We're excited to announce *The Motor Officer Magazine* is going to an all-digital format, giving access to even more readers. We'll continue to bring you insightful articles and information for motorcycle officers around the country.

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A Heritage of Service and Fellowship

WEST VIRGINIA STATE POLICE MOTORCYCLE UNIT

T

The West Virginia State Police Motorcycle Unit was founded around 1923 under Colonel Jackson Arnold. Its original purpose was for patrols, due to the challenging terrain and road conditions. On September 1, 1929, the unit assumed responsibility for traffic regulation and road law enforcement. By 1930, nearly one-third of state police manpower was devoted to road patrol, which was fast becoming the department's primary function. At one point, police motorcycles outnumbered cars.

Although disbanded in 1945, the unit was reinstated in 1975 under Colonel Robert L. Bonar. The voluntary unit, originally comprised of 12 men, was primarily responsible for parades, escorts, festivals, holiday details, interstate patrols and sporting events. They rode 1975 Harley-Davidson AMFs that were white with blue and gold stripes.

Riders received minimal training. "We met at the academy and trained each other," said Lt. Doug Beasley, retired member of the West Virginia State Police (WVSP). "The best part of the unit was the fellowship, friendship and relationships with the public that we formed." The unit had a few nicknames as well, including Bonar's Bikers and Arch's Angels, named after Governor Arch Moore, who served at the time. In 1977, Governor Jay Rockefeller closed the program and sold the motorcycles at auction.



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“The motorcycles are easily maneuverable and can get you to places where cars can’t. They are cost-effective to operate and are a great public relations mechanism. Motorcycles are part of the state police tradition.”

In 2019, under the direction of Colonel Jan Cahill, during the 100th anniversary of the WVSP, new life was breathed into the motor unit. The department purchased seven Harley-Davidson Electra-Glides in blue with a gold West Virginia state seal and stripes. Sixteen troopers were selected to attend a high-intensity, 80-hour training course offered by Northwestern University and Harley-Davidson, led by instructors from around the U.S. and Canada.

Currently, there are 12 members serving on the unit. As in past years, the primary function of the unit is for dignitary motorcades, escorts, sporting events, parades, festivals and public relation events. When asked why he reopened the unit, Colonel Cahill said, “The motorcycles are easily maneuverable and can get you to places where cars can’t. They are cost-effective to operate and are a great public relations mechanism. West Virginia has some of the best terrain for riding nationwide, and our operators will have a great opportunity to promote safety among riders who come to the Mountain State. Motorcycles are part of the state police tradition.”



Even though there are years between the units, they are much the same. The troopers all have a strong desire to serve the department and the state’s citizens. All have volunteered to serve on the unit and willingly given up days off to attend events around the state. The equipment worn by the riders is much the same as well, including helmets, boots and flare riding pants.

As the West Virginia State Police celebrates 100 years of service steeped in rich tradition and history, Lt. Beasley offers some wise words of advice to current riders that were once shared with him as a young motor unit trooper: “Always respect the motorcycle. When you think you are better than the motorcycle, that’s when it will beat you. Always respect the motorcycle.”



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Value Experience in Motor Units

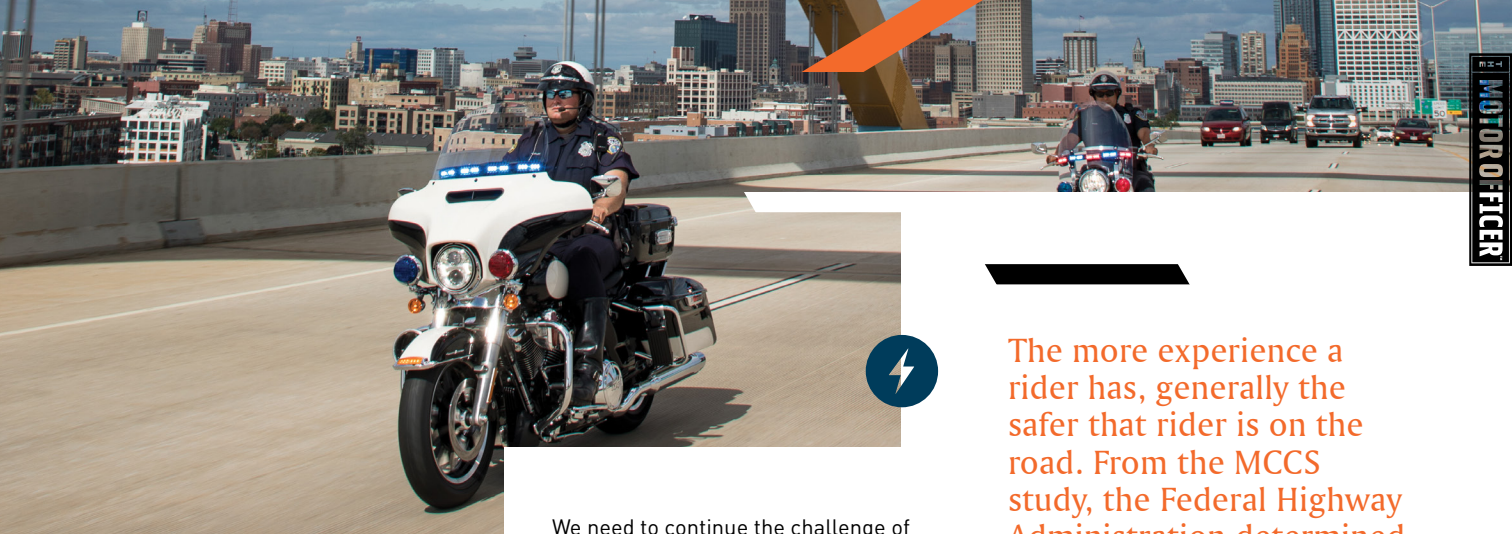
OFFICER MIKE RICHEY, FORT WORTH, TX POLICE DEPARTMENT

W

We all know the "old guys" on motors. They might be the ones who are hard on the younger guys because that's the way they were treated when they were new. They might be the ones who have a disgruntled attitude because they are burned out. They might have been in motors so long, they've lost their other police skills and have nowhere else to go. Maybe their skills on a motor have diminished, and they are embarrassed to ride in front of other motor officers.

Or they might be the guys who use their experience to help others in the unit. They have been around long enough to see what has and hasn't worked, and they will freely offer their advice. With all the changes they have seen in their career, they may be receptive to try new ideas as police work continues to evolve. They still enjoy riding and continue to work on their skills.





If you are one of the “old guys,” do you want to be known as the first one described in this article or the second? As one of the old guys in my unit, I’ll take the second one any day! If you’re toward the end your career as a motorman or woman, there are several things you can do to make your last years spent on motors worthwhile:

One important thing we can do not only for ourselves but also for our unit is develop a personal exercise regimen. Physically, our job is demanding. We need to have strong legs, core and upper-body strength to successfully manipulate our motors in the most hazardous job in law enforcement. While strength and flexibility are important for the job, brain health is also key. A 2016 Motorcycle Crash Causation Study (MCCS) reported that in most crashes, riders had three seconds or less to detect a hazardous condition and attempt collision avoidance. Staying sharp and alert is essential. A Columbia University study showed aerobic exercise leads to improvements in basic brain operations like processing speed, response speed and working memory. An added benefit of focusing on our mental and physical health is having more quality time to enjoy what we all are striving toward...retirement.

We need to continue the challenge of maintaining and improving our skills on a motor. I remember my instructor in basic operator school telling me it’s a perishable skill. I still believe that is true. We have all seen the motor officers who don’t practice riding skills between qualifications; they are the ones struggling to re-qualify. It’s not only important individually as a rider, but also as a partner rider and group rider. We have to be able to trust the skills of other riders who may be operating their motorcycle inches away from ours at speed. Lack of trust spurns unnecessary hesitation when quick decisions count.

The more experience a rider has, generally the safer that rider is on the road. From the MCCS study, the Federal Highway Administration determined that riders with less than two years of on-road motorcycle experience were associated with increased crash risk, compared to those with five or more years of experience. Survivability when we are new officers so often relies on lucky breaks. Most motor officers have had their share. As we gain experience on a motorcycle and develop the ability to predict events and read the road ahead of us, experience and skill takes the place of luck. We need to rely on experience and skill because no matter how lucky you are, luck eventually runs out.

The more experience a rider has, generally the safer that rider is on the road. From the MCCS study, the Federal Highway Administration determined that riders with less than two years of on-road motorcycle experience were associated with increased crash risk.

Leadership should accompany experience. Men and women with time in the saddle can be leaders in their units even if they are not supervisors or instructors. It can make training easier for younger officers if they observe experienced officers setting a good example. Older officers have more confidence so they can more easily share ideas. Experienced motor officers with more maturity can require less supervision and more easily deal with problems that arise.

If you have an “old guy” in your unit, he or she can still be a major asset. Research shows that experience can decrease crash risk, producing a safer rider. Skills on a motor need to be retained to remain a functional part of the motor unit for the good of all involved. The insight and experience that a seasoned officer brings is invaluable, individually and collectively. Their leadership is an asset that can be utilized to make the job safer and more enjoyable in a unit setting. So appreciate the “old guys”—you may be one someday.



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CHECKING IN

Ride with Confidence and Control



"It's not unusual for a motor officer to break traction, while accelerating, braking or cornering, when that happens, Harley-Davidson RDRS technology can help keep you in control. In fact, RDRS can react so quickly, you may not notice it working."

Officer Joe Doe, Dallas, TX

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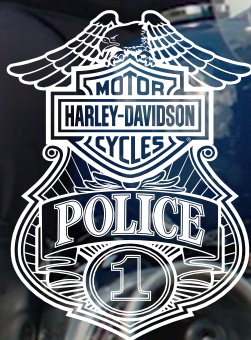
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National Law
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