

CITY COUNCIL MEETING
MARCH 5, 1986

4

PRESENTATION BY
HARLEY-DAVIDSON
MOTOR COMPANY, INC.
REGARDING RECENT
BID

CC-12 (a)
CC-12 (d)

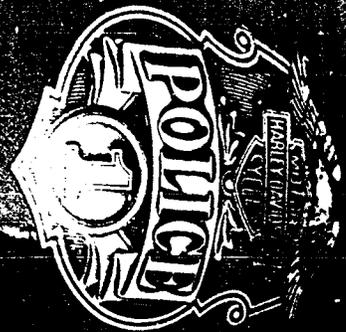
A representative of the Harley-Davidson Motor Company, Inc., addressed the Council about their concerns regarding their company's bid for three motorcycles to be used for the City of Lodi traffic enforcement program.

The City of Lodi recently purchased three motorcycles manufactured by Kawasaki for use in traffic enforcement. A bid had been submitted by Harley-Davidson Motor Company, Inc. which was \$481 less than the Kawaski bid. However, the specifications called for a four-cylinder motorcyle and the unit bid by Harley-Davidson was a two-cylinder model.

No formal action was taken by the Council on the matter.



**HARLEY-DAVIDSON®
POLICE MOTORCYCLES.**



OUR POLICE MOTORCYCLES GET THEIR POWER FROM TWO DRIVING FORCES.

For over 75 years, the massive Harley-Davidson V-Twin has been the power behind police motorcycle squads throughout the world. Carrying on this tradition as the standard of police motorcycle powerplants is the Harley-Davidson V² Evolution[™] engine.

We put the V² engine through 5 years of careful design, including over 750,000 actual road test miles. Since its introduction a year ago, the V² engine has proven itself reliable, low in maintenance, and absolutely oil tight.

The secret to its success is the casting of a new aluminum cylinder head design and perfectly matched engine components.

Inside the new Side Squish Combustion Chamber, steeper valve angles strengthen the swirl effect for more efficient combustion. That means better fuel economy, a broader power band and increased horsepower.

A new flat-top piston is oval and barrel shaped to fit the cylinder better than conventional pistons. The result is better lubrication and improved cooling, with an 8.5 to 1 compression ratio.

The outer cylinder shell is high pressure die cast aluminum with deep cooling fins. The inner liner is cast iron for greater durability, with a

locking groove designed for permanent bonding to the outer shell.

V-Fire III[™] ignition delivers a hotter spark with shorter arc duration than earlier ignition systems. And, totally electronic, it is virtually maintenance free.

All these changes, inside and out, make for a 10% increase in horsepower and 15% increase in pure, low-end torque.

To make sure the ride is as smooth as it is powerful, the V² engine is set in a computer-designed tubular frame, with automotive type elastomer engine mounts to isolate the entire rear swing arm, drive train and engine. The result is a smooth, vibration-free ride.

The V² engine. Another example of revolutionary engineering, in the evolution of the Harley-Davidson police force.

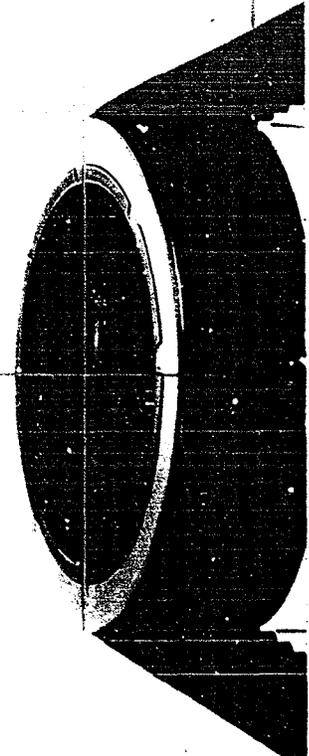
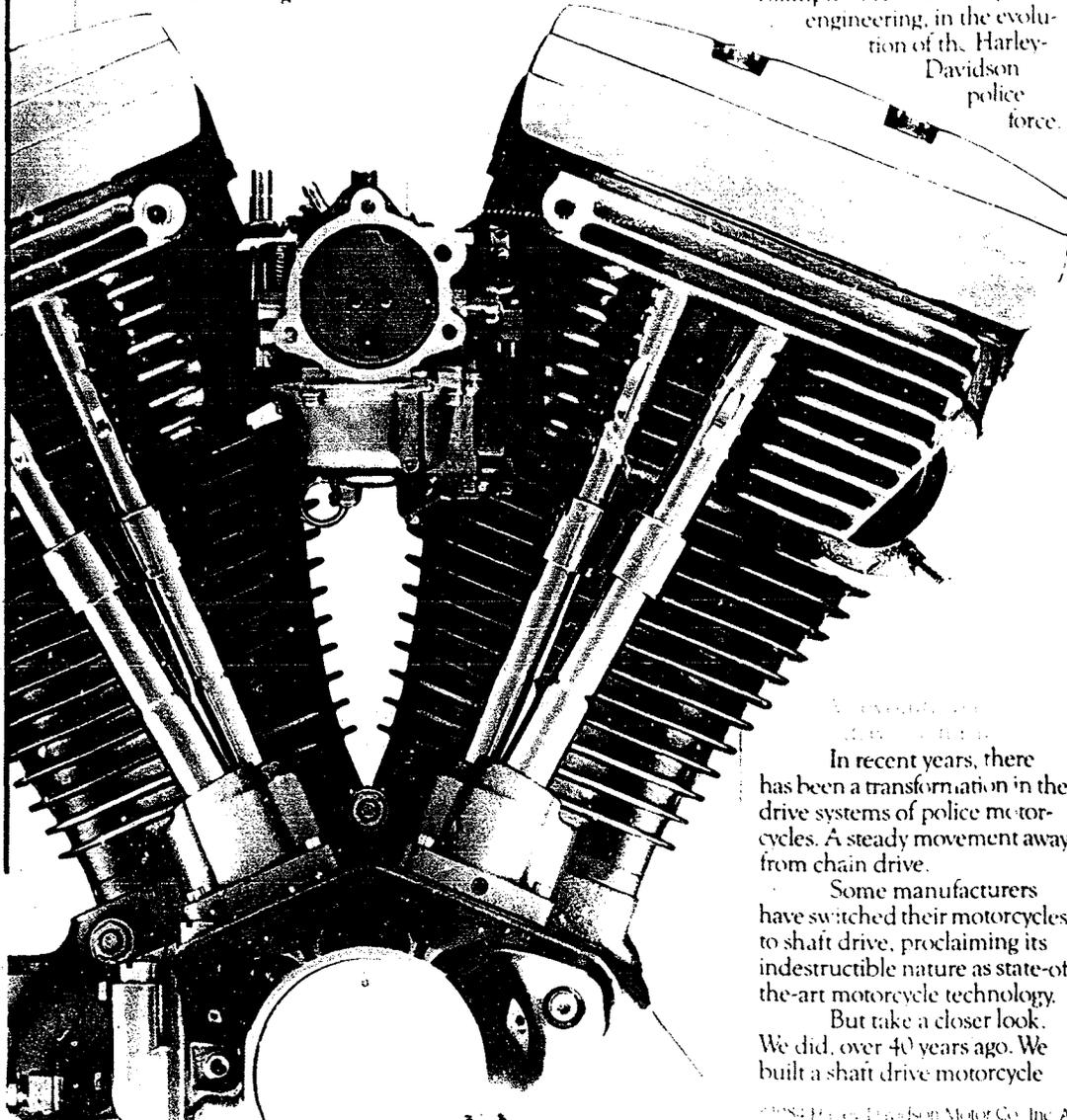
in 1942. That experience convinced us that shaft drive does not belong on a police motorcycle. It's not worth the sacrifice in performance and handling.

The Harley-Davidson belt drive—made of tough-as-steel aramid fiber—is a product of American ingenuity. It reflects the design excellence, reliability, cost efficiency and economy built into our police motorcycles. Here are its advantages:

Engineering data show that belt drive transmits an unbeatable 99% of the engine's power. Shaft drive, on the other hand, saps 7-10% of the engine power.

The ring-and-pinion in the rear wheel of a shaft drive machine transmits a torque reaction that jacks the back end up and down.

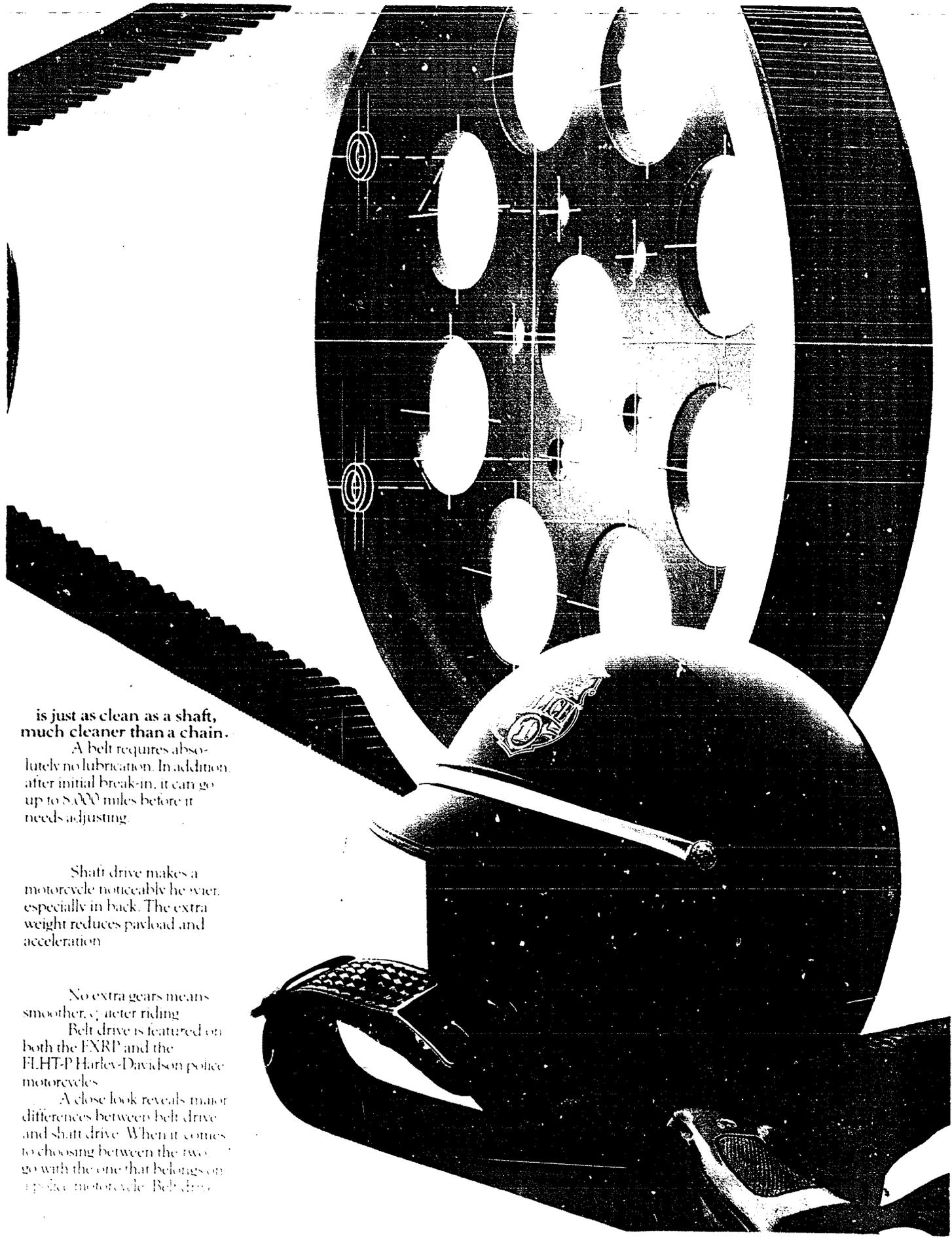
As you close the throttle, the bike sinks on its suspension. That reduces ground clearance, for uncomfortable handling, especially around corners.



In recent years, there has been a transformation in the drive systems of police motorcycles. A steady movement away from chain drive.

Some manufacturers have switched their motorcycles to shaft drive, proclaiming its indestructible nature as state-of-the-art motorcycle technology.

But take a closer look. We did, over 40 years ago. We built a shaft drive motorcycle



**is just as clean as a shaft,
much cleaner than a chain.**

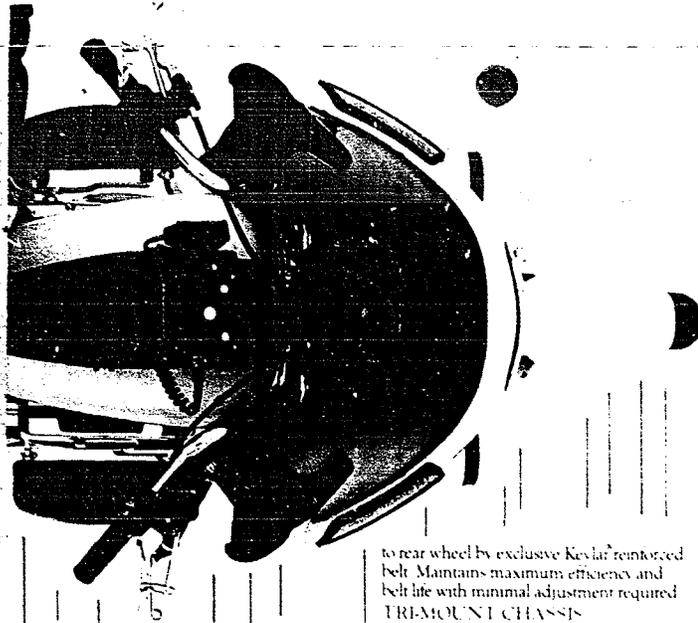
A belt requires absolutely no lubrication. In addition after initial break-in, it can go up to 8,000 miles before it needs adjusting.

Shaft drive makes a motorcycle noticeably heavier, especially in back. The extra weight reduces payload and acceleration.

No extra gears means smoother, quieter riding.

Belt drive is featured on both the FXRP and the FLHT-P Harley-Davidson police motorcycles.

A close look reveals major differences between belt drive and shaft drive. When it comes to choosing between the two, go with the one that belongs on a police motorcycle. Belt drive.



V-FIRE III IGNITION SYSTEM:

Coil, electronic V-Fire III[™] ignition, microprocessor-controlled dual advance and retard curves.

CLUTCH:

Multiple plate, diaphragm spring wet, hand-operated. Heavy duty. Performs equally well in urban patrol or highway duty.

DRIVE:

Engine to transmission by auto-lubricated 1/2" pitch, double strand roller chain. Transfer

to rear wheel by exclusive Kevlar[®] reinforced belt. Maintains maximum efficiency and belt life with minimal adjustment required.

TRI-MOUNT CHASSIS (Isolated Engine)

Smooth ride, vibration free. Unifies maintenance free, automotive type elastomer engine mounts. The mounts isolate the entire rear swing arm, drive train and engine from the rest of the vehicle.

FRAME:

Specially designed frame with tri-mounted powertrain for a smooth ride and superb handling. Double loop, fully gusseted. Heavy wall construction coated with black enamel.

SUSPENSION:

5 position adjustable spring preload with dual rate dampening on rear.

LEAN ANGLES: (R - SAE 110/85) Right 36°/Left 36°

WHEELS:

Front - Twin disc, design for max. braking performance and efficiency. Hydraulically operated by right handlebar lever.

Rear - Single disc torque-free design with self-adjusting pads to reduce brake drag and provide plenty of stopping power.

Hydraulically operated by right foot pedal.

FUEL CAPACITIES:

4.2 gallon tank includes .4 gallon reserve.

Miles per gallon - 55 highway/45 city. (Based on our own test results. Your mileage may vary depending on your personal riding habits, weather conditions and trip length.)

30 quart oil system provides long duty runs and cooler operation.

WEIGHT:

652 lbs. dry.

TIRES:

Front - MM95 X 19 tubeless blackwall for easier maintenance and repair.

Rear - MT 95 X 16 tubeless blackwall for easier maintenance and repair.

Both have double strength sidewall for optimal performance.

WHEELS:

Integral alloy cast wheels with bead retention humps. High capacity tapered bearings.

SEAT:

Traditional solo saddle with spring type suspension.

STANDARD EQUIPMENT:

Adjustable Rear Shocks

Balanced Wheels

Brakes - Dual Caliper-Front

Unitized Rear Brake Caliper

Cast Wheels-Blackwall Tires

(Tubeless)

Color - Birch White with Black Saddlebags

Directional Lamps

Footboards

Fuel Gauge

Gas Tank - 4.2 Gallon

Guards, Front and Rear - Chrome

Hazard Warning Flashers

Heel/Toe Shift Lever

Humanized[™] Hand Controls, Including Brake Lever, Clutch Lever, Switch Housing, Master Cylinder with Sight Gauge, and Integral Siren Switch.

Indicator Lights for Hi-Beam, Turn Signals, Neutral, and Oil, and Pursuit on Faring Version.

Isolated Engine and Transmission Mounting Mirrors (2)

Muffler - Dual Chrome

Nos. - Adjustable Fork

Pull-Pull Throttle

Pursuit Lights - One each - Red & Blue

Quartz Halogen Headlamp

Radio Mount, Rear

Radio Speaker Mount

Saddlebags, Hinged & Carrier

Secondary Belt Drive (Kevlar reinforced)

Solo Saddle - Deluxe Black with Imit.

Speedometer - Police

Tachometer

Transmission - Five Speed, 1st Shift

Wiring Harness - Heavy Duty

V-Evolution engine

OPTIONAL EQUIPMENT:

Cycle Signal Rear Mounting Kit

Cycle Signals - Red or Blue

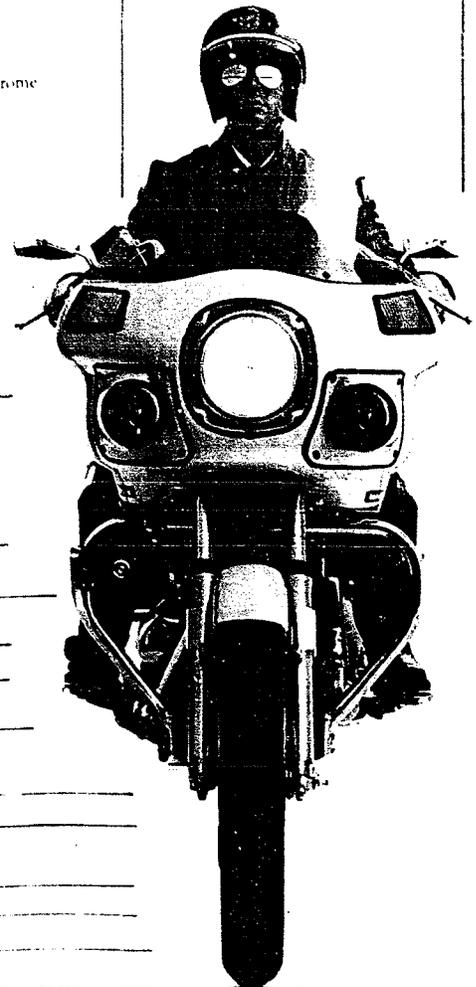
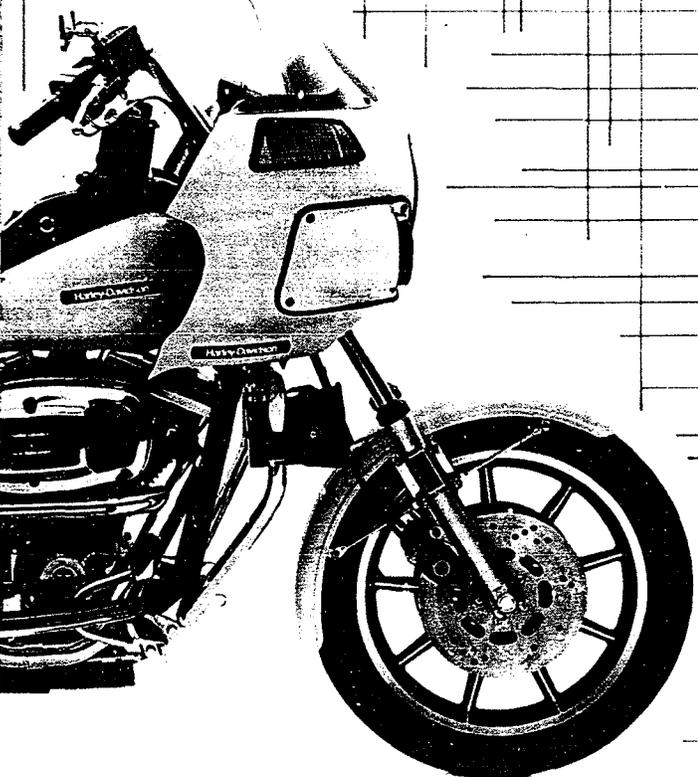
Electronic Siren (Includes Amplifier

Mounting & Switches)

Faring/Windshield

Microphone Kit

Windshield - Clear Adjustable



**FOR LAW
AND ORDER
ON THE STREET,
ASSIGN THE
BIKE THAT
COMMANDS
RESPECT. FLHT-P.**

No police motorcycle grabs the attention of motorists and pedestrians like the FLHT-P. Its look of power and dependability, combined with the familiar Harley-Davidson exhaust note, gives it a unique street presence.

The FLHT-P has all the heavy-duty features and optional equipment needed to custom design the ultimate fleet of police motorcycles.

Its 80 cubic inch V² Evolution[™] engine adds power to your motorcycle force. The biggest production motorcycle engine made, the V² gives you a throttle full of performance.

Long-duty assignments are carried out in comfort on the FLHT-P, thanks to rubber isolation mounts, air adjustable front and rear suspension, the industry's best anti-dive control for smooth braking action — and new belt drive.

Made of tough-as-steel aramid fiber, the belt is cleaner, smoother and lasts three times longer than a chain. It never needs lubrication, and needs only minimal adjustment.

The full list of standards and options shows the commitment that is behind the FLHT-P. It is a motorcycle built by motorcyclists who know what it takes to put together a police motorcycle of this caliber. A precise blend of power, stability, durability and riding comfort.

Harley-Davidson has a tradition of outstanding value. And its police motorcycles have a proven record of holding their value better than the competition.

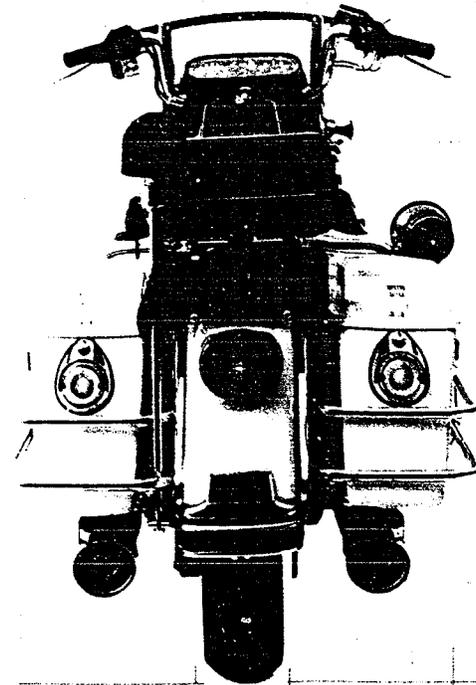
Shift after shift, when you ride the FLHT-P down the street, you'll have complete respect before you, with 75 years of police motorcycle experience backing you up.

ENGINE
FLHT 80 cu in. air-cooled four-stroke, V-type twin cylinder. Overhead valves in removable cylinder heads made of high strength aluminum alloy. Aluminum cylinders with cast-integral cast-iron liners. Diamond-turned, variable ovality pistons of 12% silicon aluminum. Design of cylinders and pistons ensures uniform distribution and rapid heat conduction.

CRANKCASE
Flat bowl type, recalibrated for smoother performance, higher gas mileage. 38mm Venturi opening. Reusable foam air cleaner element.

TRANSMISSION
5-speed constant mesh gearbox with short throw shifter linkage for smooth positive performance. Gear Ratios, overall 1st 10.93, 2nd 7.45, 3rd, 5.40, 4th 4.13, 5th 3.37.

ELECTRICAL SYSTEM
22 AMP/HR 12-volt storage battery. Improved solid-state regulated alternator provides high output at low speeds. Suitable for radio operation as well as emergency flashing lights. Entire electrical system meets or exceeds all state and federal regulations for lighting. Quartz halogen headlamp with improved 55 watt low beam, 60 watt high beam.



IGNITION
Coil, electronic V-Fire III[™] ignition microprocessor-controlled dual advance and retard curves. No troublesome distributor. Electric start.

CLUTCH
Multiple plate diaphragm spring wet, hand operated. Heavy duty. Performs equally well in urban patrol or highway duty.

DRIVE
Engine to transmission by auto lubricated 1/2" pitch, double-strand roller chain. Transfer to rear wheel by exclusive Kevlar[®] reinforced belt. Maintains maximum efficiency with minimal adjustment required.

REAR SUSPENSION
(Isolated Engine)
Smooth ride, vibration free. Utilizes maintenance free, automotive type elastomer engine mounts. The mounts isolate the entire rear swing arm, drivetrain and engine from the rest of the vehicle.

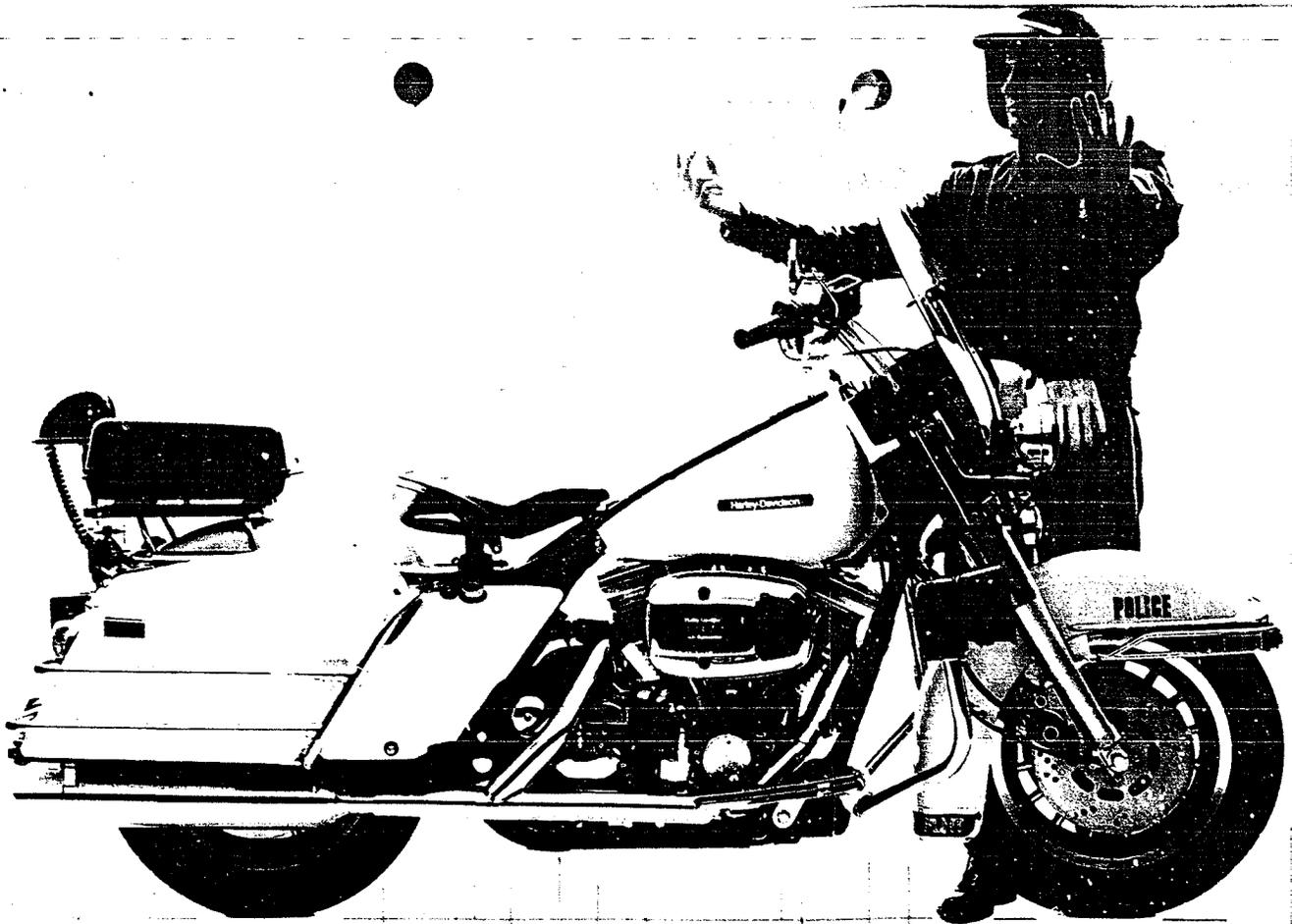
FRAME
Specially designed frame with tri-mounted powertrain for a smooth ride and superb handling. Double loop, fully gusseted. Heavy wall construction coated with black enamel.

FRONT Heavy-duty with exclusive patent-pending air adjustable anti-dive control for smooth action while braking.
REAR Air adjustable for individual rider preference.

WHEELS
Front 35"/Left 32"

FRONT All-new twin disc system with dual 11.5-inch drilled rotors and metallic linings for powerful, consistent performance and extended pad life. New dual calipers are hydraulically operated by right handlebar lever.
REAR Big 12-inch disc and twin piston caliper provides plenty of stopping power and long life. Hydraulically operated by right foot pedal.

FUEL CAPACITY
5 gallon tank (includes 1 gallon reserve).
Miles per gallon: 55 highway/45 city. (Based



on our own test results. Your mileage may vary depending on your personal riding habits, weather conditions and trip length. 4 quart oil system provides long duty runs and cooler operation.

712 pounds without accessories.

Special police package with side hinged covers and compartment divider in right side. Exclusive latches allow covers to be opened or closed from the solo seat using only one hand and no key. Locks operate separately with key from rear.

MT9C-16 tubeless 6-ply rated (load range C), white or blackwall. Tubeless for easier maintenance and repair. Cast wheels with bead retention humps in rims.

Integral alloy cast wheels with capacity tapered bearings.

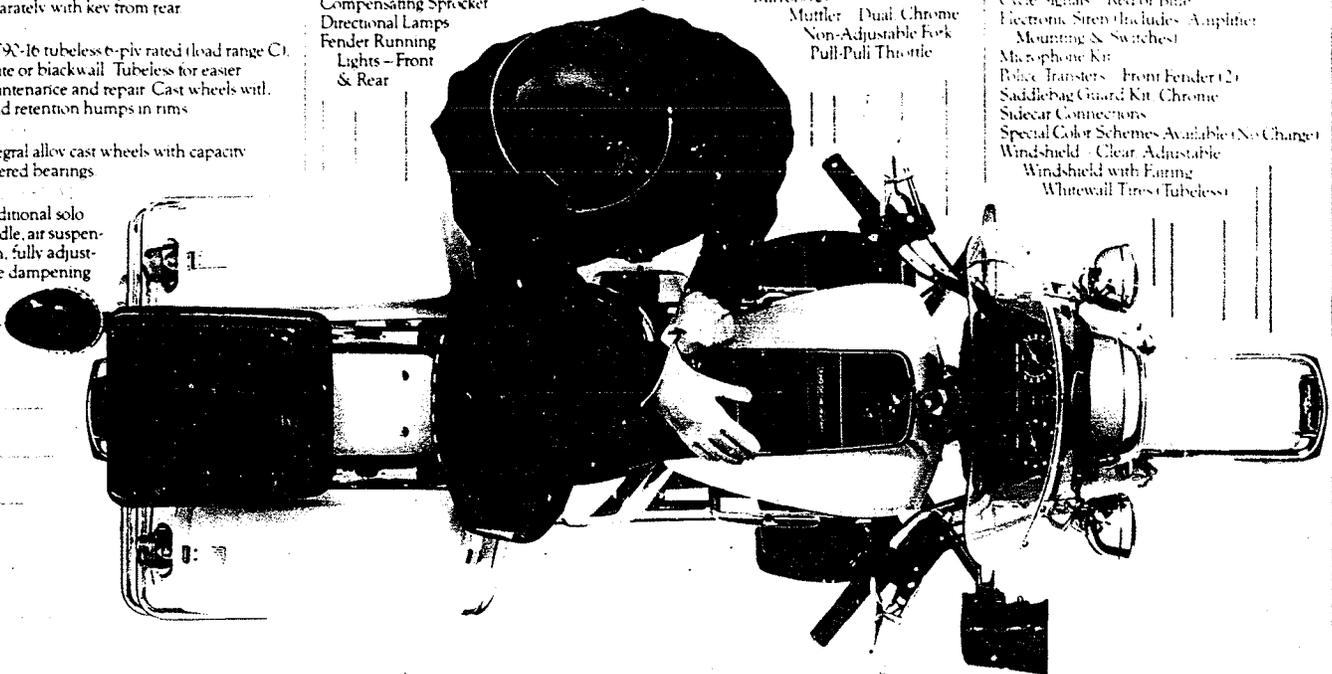
Traditional solo saddle, air suspension, fully adjustable dampening.

and springing. Has matching cover panel.

- Adjustable Footstuds (3 Position)
- Air Adjustable Front Suspension
- Air Adjustable Rear Shocks
- Balanced Wheels
- Brakes - Dual Caliper-Front/Dual Piston Single Caliper - Rear
- Brake Pedal Pad
- Bumper - Front & Rear
- Cast Wheels - Blackwall Tires (Tubeless)
- Colors - Birch White, Black, Prime and Special (includes Two-Tone)
- Compensating Sprocket
- Directional Lamps
- Fender Running Lights - Front & Rear

- Fuel Gauge
- Gas Tank - 5 Gallon with Locking Gas Cover
- Guard - Chrome - Front & Rear
- Hazard Warning Flashers
- Heel Toe Shift Lever
- Humanized Hand Controls Including Brake Lever, Clutch Lever, Switch Housing, Master Cylinder with Sight Gauge, and Integral Siren Switch
- Indicator Lights for Hi-Beam, Turn Signals, Neutral, and Oil
- Isolated Engine and Transmission Mounting
- Luggage Carrier, Chrome
- Mirrors (2)
- Muffler - Dual Chrome
- Non-Adjustable Fork
- Pull-Pull Throttle

- Pursuit Lights - One each - Red & Blue
- Quartz Halogen Headlamp
- Saddlebags, Hinged & Carrier
- Secondary Belt Drive (Kevlar reinforced)
- Sole Saddle - Deluxe Black with Trim
- Speedometer - Police
- Tachometer
- Transmission - Five Speed Foot Shift
- Wiring Harness - Heavy Duty
- V-Evolution Engine
- Wiring Harness - Heavy Duty
- Cycle Signal Mounting Kits - Left Hand Mount, Right Hand Mount, Rear Mount
- Cycle Signals - Red or Blue
- Electronic Siren (includes Amplifier, Mounting & Switches)
- Microphone Kit
- Police Transfers - Front Fender (2)
- Saddlebag Guard Kit - Chrome
- Sidestay Connections
- Special Color Schemes Available (No Charge)
- Windshield - Clear Adjustable
- Windshield with Faring
- Whitewall Tires (Tubeless)



ADAPTIVE SEASONED SERVICE

Ever since the first motorcycle police officers appeared on city streets 75 years ago, the name Harley-Davidson® has been synonymous with "police motorcycle." We have provided the most sophisticated police motorcycles—backed by the most extensive service—to law enforcement agencies throughout the world.

Harley-Davidson continues to meet this long-standing commitment through innovative new products and services. Among them, our 12-month, unlimited mileage warranty.

Just as they did at the turn of the century, Harley-Davidson police motorcycles are helping the long arm of the law broaden its reach. And do it economically, through amazing fuel economy and continued high resale value.

Extended warranties and optional lease-purchase programs may be available in your area. For more information, contact Dick Kamm, Director of Police Sales, Harley-Davidson Motor Company, Inc., P.O. Box 653, Milwaukee, WI 53201.



We reserve the right to discontinue models or change specifications or designs at any time without incurring obligation. We support the A.M.A. and recommend you wear a helmet and protective gear while riding.
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Printed in U.S.A.

WE JUST GOT PICKED UP IN CALIFORNIA.

Why would you be asking for it? Because we set up and designed a motorcycle that surpassed the stringent standards of the California Highway Patrol. What did we get for our trouble? We got picked up. One hundred and fifty times.

It took our amazing new Harley-Davidson® FXRP to do it. It is the state-of-the-art in police motorcycles. Its responsive power, superb ride, dependability, and comfort all add up to

total performance.

For 1985, the FXRP features belt drive, our new V™ engine, 5-speed transmission, triple disc brakes, a computer designed chassis, a wind tunnel tested faring and a 12 month unlimited mileage warranty.

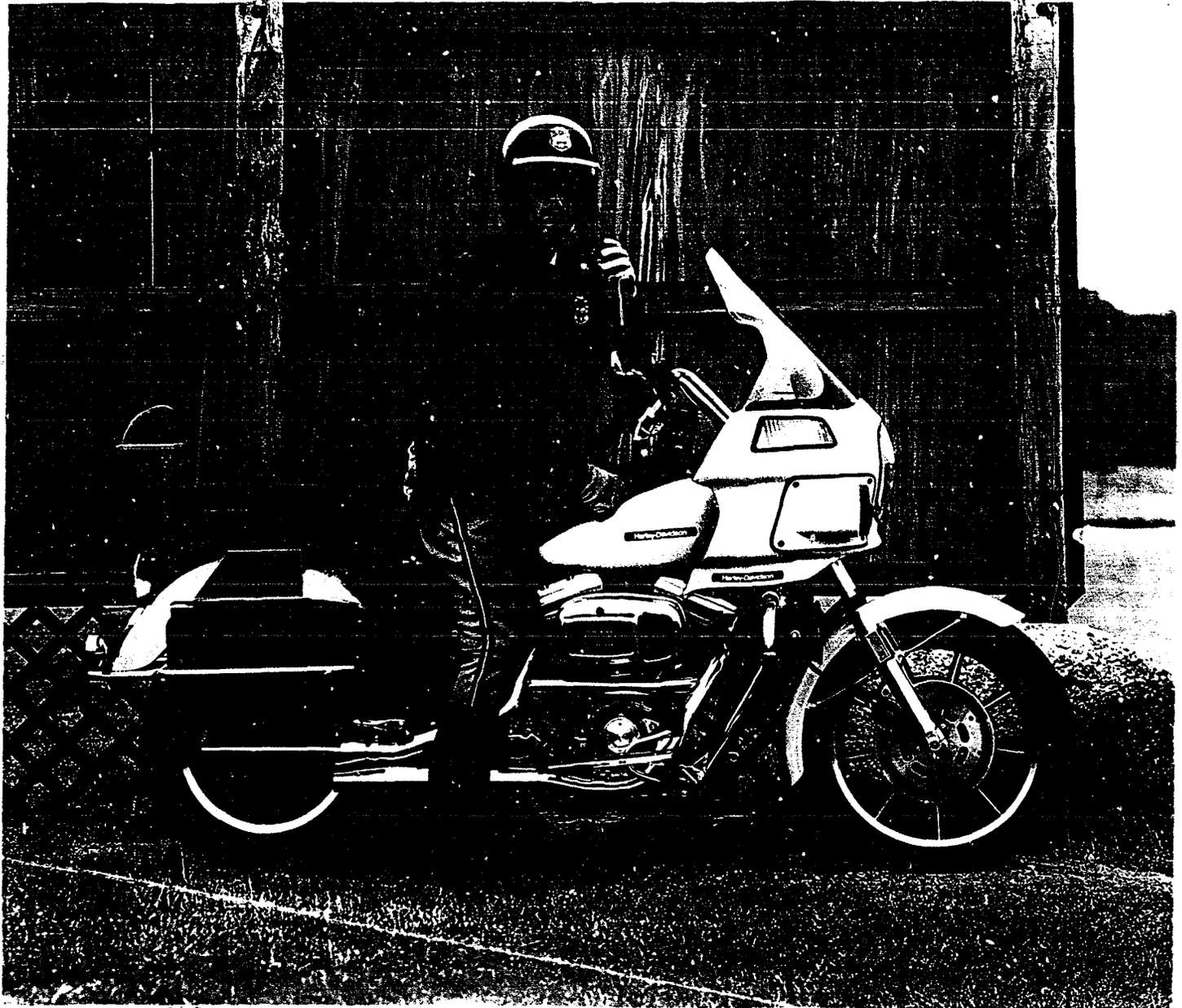
And like its big brother, the FLHT-E, this new Harley-Davidson is cost efficient, easy on gas, durable, easily serviceable and will hold its value.

Here we go again, we just

keep asking for it. We would like to get picked up in your area. Soon. So help us out and tell us where your area is. Write: Dick Reiter, Harley-Davidson Motor Co., Inc., P.O. Box 653, Milwaukee, WI 53201. Better yet, call (414) 935-4411.

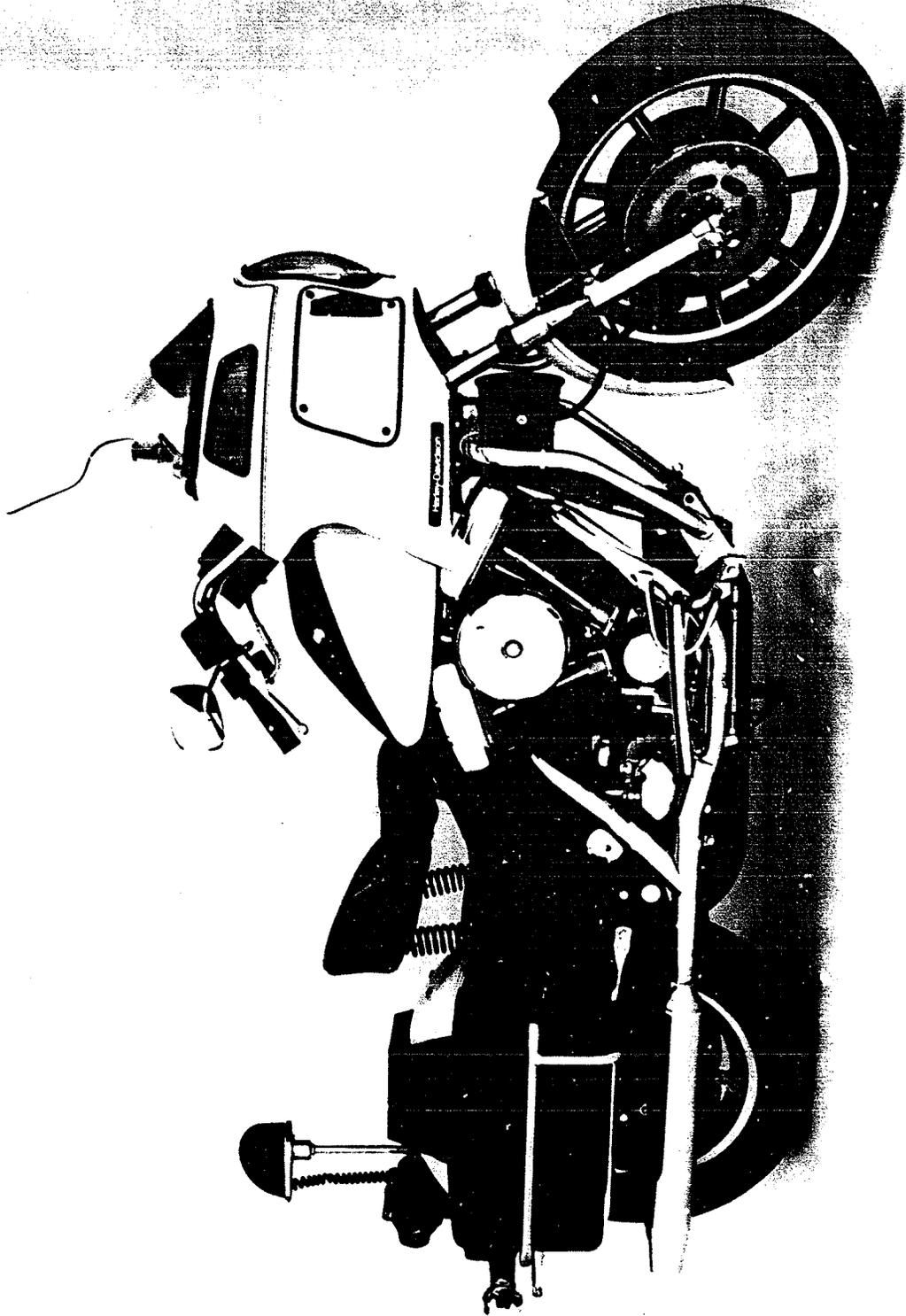


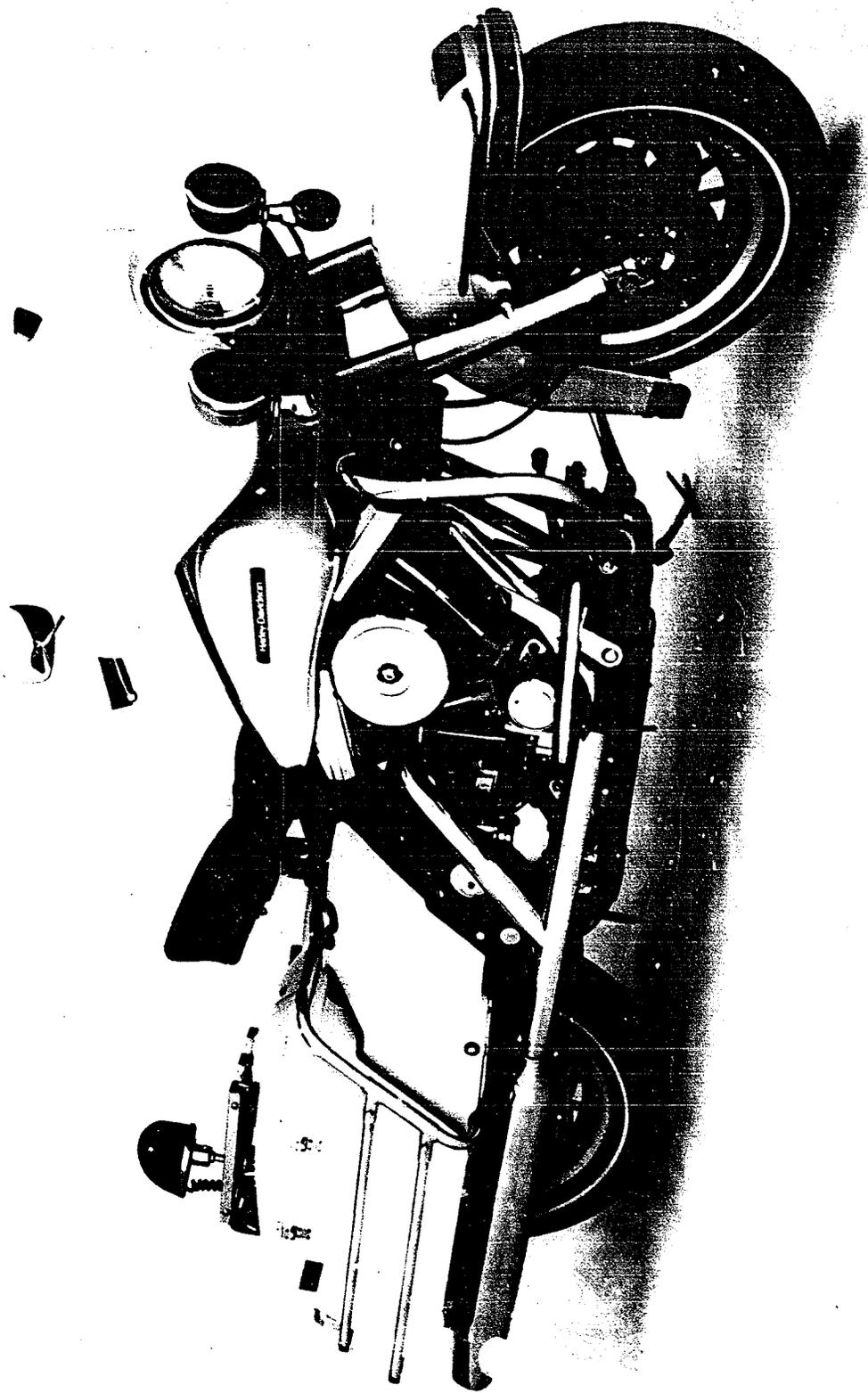
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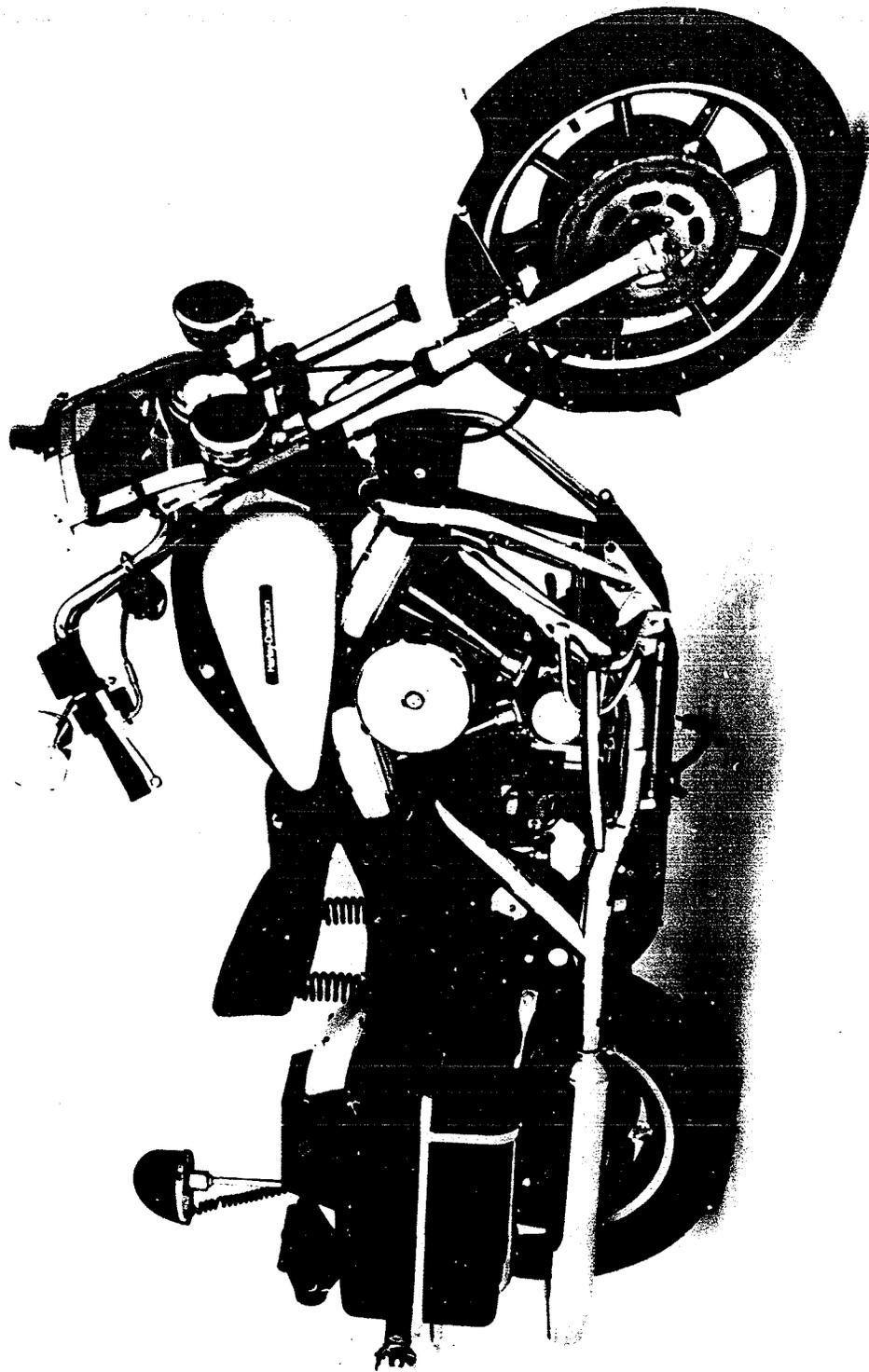


**SHOULD YOUR POLICE DEPARTMENT'S PUBLIC IMAGE
BE RIDING ON FOREIGN MOTORCYCLES?**





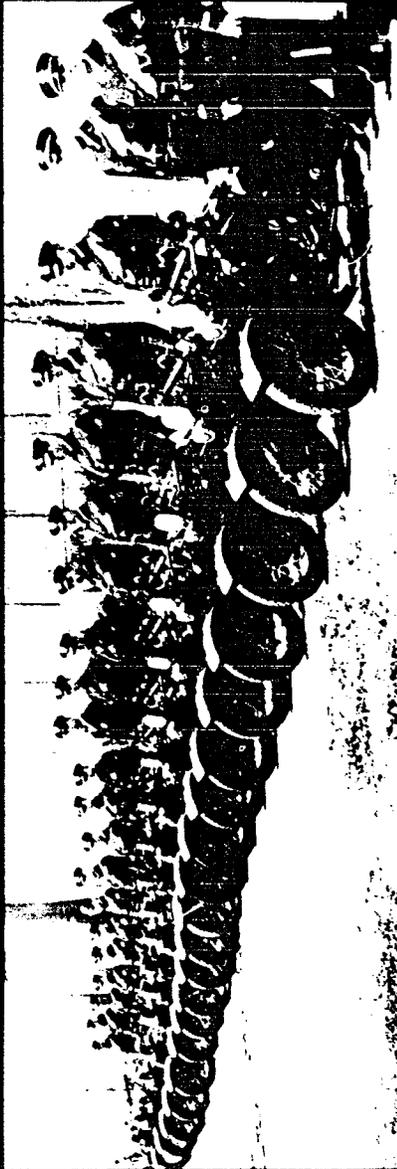






HARLEY - DAVIDSON POLICE MOTORCYCLES.

WE'VE BEEN BUILDING POLICE MOTORCYCLES FOR AS LONG AS THERE HAVE BEEN MOTORCYCLE POLICE.



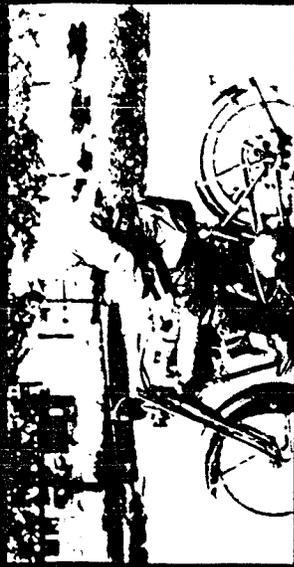
Harley-Davidson's dependability and durability were proven years ago, not only on city streets and paved highways, but also on the rough backroads of America by state patrols throughout the country.

To trace the history of the police motorcycle is to trace the history of Harley-Davidson. So the story begins, Milwaukee 1901. By day Bill Harley worked as a draftsman and his friend, Arthur Davidson, was a patternmaker. They spent their evenings experimenting in a basement workshop with a rudimentary DeDion gasoline engine.

Their idea was to take the work out of bicycling. And as their hobby progressed they called upon two other Davidson brothers, Walter, a railroad machinist, and William, an experienced toolmaker. Together they began devoting all their free time to the project. Problems that seem inconsequential today were major obstacles then. There were no filling stations. Gasoline had to be bought by the pint from drug stores. Since no component parts were available, ingenuity and mechanical skill were prime requisites. The first carburetor was

fashioned from a tomato can. The spark plug was as big as an ordinary doorknob.

By 1903 the first Harley-Davidson "factory" was in operation. And from that 10' x 15' structure, the first model year was completed, with 3 motorcycles being produced. Harley-Davidson



Irving E. Janke served as a Motorcycle Police Officer in Milwaukee from 1921-1932. In 1916 he had set the world record in the 300 mile race at Dodge City, Kansas.

was off and running. By 1906 production was up to 50 motorcycles. Then 150 in 1907 and just 10 years later production would rise to 18,000.

Police motorcycles, themselves, have come a long way since the days of the 3 hp belt driven "Silent Grey Fellow." Grey was the standard color of Harley-Davidsons during the first 10 years, and "silent" came from the Company's campaign to keep motorcycling quiet and inoffensive. The next model moved all the way up to 4 hp. Then the "5-35" debuted with 5 hp and a 35 cu. in. displacement.

The adaptation of stock Harley-Davidsons to police use was not surprising. In short order, Harleys had become known for their dependability and sturdy performance. But the biggest boon to police usage was the Harley's overall economy. It broadened the reach of the police force without the addition of man power. It was easy on fuel and overall maintenance. And it could keep up with any vehicle on the road.

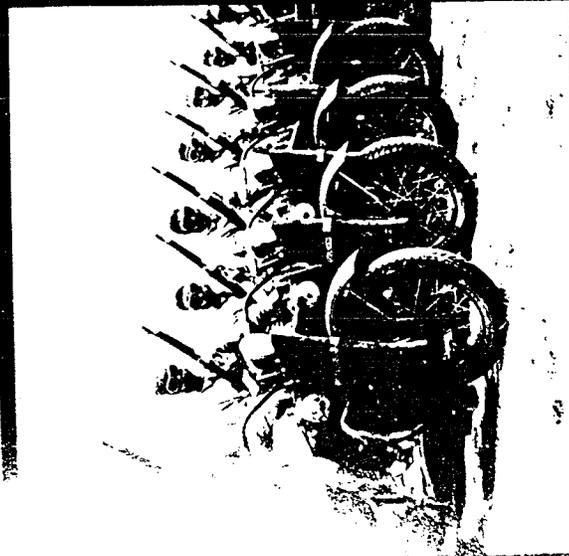
Police motorcycle usage is known to have existed as early as 1909. Henry J. Mellon of the Pittsburgh Bureau of Police was one of



After its 1932 introduction, the Servi-Car became a valuable tool of police departments around the country, as seen here in Austin, Texas in 1936.



MOTORCYCLES. BY THE PEOPLE. FOR THE PEOPLE.™



During both World Wars, Harley-Davidson's total production was devoted to the military. This world-wide presence played no small part in expanding police usage.

the first motorcycle officers. The earliest photograph uncovered thus far is of the Oak Park, Illinois Police Department — 15 men, one van and three Harley-Davidsons.

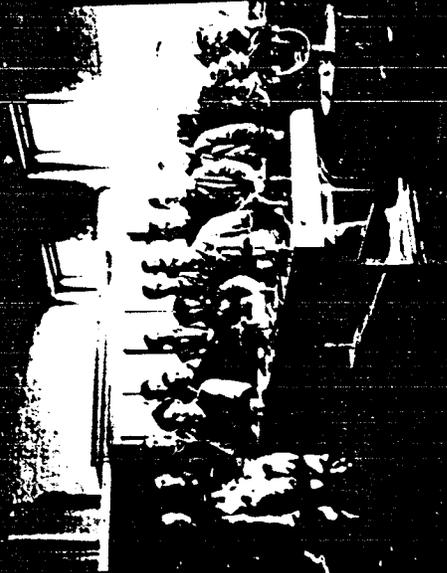
When the United States entered WWI in 1917, the Army took Harley-Davidsons "over there." All production efforts were devoted to military vehicles during 1917 and 1918 and about 30,000 motorcycles were used for dispatch work and as scout vehicles. The first Yank to enter Germany in 1918 rode in on a Harley-Davidson.

Another service was born as a result of Army's use of motorcycles. Logistics officers recognized that trained men were needed to operate the mechanized equipment running, and tested that the manufacturer train military motorcycle mechanics. This was the beginning of Harley-Davidson Service Schools, which have been held continuously since the first class in 1917. For more than a decade, special Police Service Schools have also been conducted.

In 1922 Harley-Davidson awakened the cycling world by introducing the first side valve 74" Twin. Then in 1941 another 74" Twin would revolutionize the industry in terms of power and performance. It was an overhead valve power house and became the direct forerunner of today's popular 74" and 80" Electra Glides.

But in 1941, it was the Military 45 cubic inch Twins, known as the WLA's, that received the bulk of the attention. Because once again, during WWII Harley-Davidson was the major manufacturer of military motorcycles. By the time the war ended, more than 90,000 Harley-Davidson WLA's had been assembled and spare parts equivalent to another 30,000 machines had been produced. This world-wide presence of Harley-Davidson motorcycles played no small part in expanding police usage to cities such as Capetown, Seoul, Utrecht, Sydney, Mexico City, even Tokyo and many more.

Over the past three-quarters of a century the name, Harley-Davidson, has become synonymous with "police motorcycle." The factory, the dealers, the motorcycles themselves, all have evolved to meet the ever increasing needs of



Harley-Davidson Service Schools have produced many fine police department motorcycle mechanics since their beginning in 1917.



For years, the dependable Harley-Davidson has been described as "bullet proof." This early modified version literally is bullet proof.

the various law enforcement agencies. We made the commitment long ago. And we will continue to provide the most sophisticated products, backed by the most extensive service. As long as there are motorcycle police, there will always be the Harley-Davidson Police Motorcycle.



Today as in the past, Harley-Davidson is the pride of motorcycle law enforcement agencies throughout the world.





Harley-Davidson Motor Co., Inc., P.O. Box 663, Milwaukee, WI 53201.

reserves the right to discontinue models or change specifications or designs at any time without incurring obligation. We support the A.M.A. and Motorcycle Safety Foundation.

Always ride with lights, helmet and protective riding gear.

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July 3, 1985

7/3/85 1

CALIFORNIA HIGHWAY PATROL ACADEMY
MOTORCYCLE PERFORMANCE EVALUATION

1986 Harley-Davidson FXRP
VIN: #1HD1EFL15FY110075

1/4 Mile Standing Start (80 mph/16 ET)	1/4 Mile 50 mph Start (85 mph)	1/2 Mile Standing Start (90 mph)	Maximum Speed (100 mph)	Four Stops From 70 mph	One Stop From 60 mph. Rear Wheel Locked.	180° Turn (13')	360° Turn (15')
Qualified	Qualified	Qualified	Qualified	Qualified	Qualified	Qualified	Qualified
88 mph/13.81 ET	89 4.5	99 3.5	100 <i>Siren</i>	YES	YES	YES	YES
88 mph/13.86 ET	89	98	104	No brake fade average rate of deceleration 32 FPS			

Control/Switches - Siren switch & high beam location should be reversed for ease of operation. The amber warning light switch should be incorporated into the pursuit red light switch. When in the auxiliary position, the amber lights would be activated. Possibly the existing switch on the console could be wired to allow operation of red lights without amber lights.

Comfort - Overall comfort was excellent.

Cornering Ability - Good, ground clearance good.

Flat Tire/Rim Test - Front tire: Dunlop K181PT MN90S19, Serial #M23444
Rear Tire: Dunlop K181PT MT90S16, Serial #M24364
Both Tires successfully completed all phases of the tire test.

Stability - Excellent high-speed handling characteristics.

RECEIVED 3/5/86
DATE: 4:35 PM

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

July 3, 1985

CALIFORNIA HIGHWAY PATROL ACADEMY
MOTORCYCLE PERFORMANCE EVALUATION

1986 Kawasaki Police 1000
VIN #JKAKZCP21GB503116

1/4 Mile Standing Start (80 mph/16 ET)	1/4 Mile 50 mph Start (85 mph)	1/2 Mile Standing Start (90 mph)	Maximum Speed (100 mph)	Four Stops From 70 mph	One Stop From 60 mph. Rear Wheel Locked.	180° Turn (13')	360° Turn (15')
Qualified	Qualified	Qualified	Qualified	Qualified	Qualified	Qualified	Qualified
93 mph/13.56 ET 92 mph/13.39 ET	93 MPH 94 MPH	102 102	101 104	YES No brake fade average rate of deceleration 32FPS.	YES Controllable	YES	YES

Control/Switches - All switches & controls are conveniently located and easily activated. The throttle return mechanism is unacceptable; some type of throttle retard drag mechanism is a necessity for enforcement work.

Comfort - Comfort was excellent. A spring mounted seat as used in previous years would be preferable. Also an up-down and fore and aft adjustment would add to rider comfort.

Cornering Ability - Excessive board drag in moderate turns, possibly from reduced ground clearance. This condition necessitates reduced speeds in cornering maneuvers.

Flat Tire/Rim Test - Front tire - Dunlop F16 MN90-18, Serial #ETJRB5A5035
Rear tire - Dunlop K327 MR90-18, Serial #ETKR8A1024
Both tires successfully completed all phases of testing.

Stability - Overall stability was excellent; no weave or wobble noted during high-speed testing.

RECEIVED

DATE:

3/5/86

9:35 PM

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

L O D I P O L I C E D E P A R T M E N T

M e m o r a n d u m

To: James Pinkerton
City Council Member

From: Captain Larry D. Hansen
Patrol Division Commander

Date: December 19, 1985

Subject: RESEARCH PROJECT FOR SOLO-TYPE ENFORCEMENT
MOTORCYCLES

As you are aware, Lodi Police Department was awarded a grant from the Office of Traffic Safety to initiate a Traffic Enforcement Unit. This unit will consist of three uniformed officers riding enforcement type motorcycles.

In preparation for this program a request for bids was sent to major motorcycle dealers in the local area. When the bids were received, we found that only two major companies had motorcycles that were factory produced specifically to meet police specifications. However, there was one major difference in the two motorcycle companies (Kawasaki and Harley Davidson) in that Kawasaki was a four-cylinder motorcycle and Harley Davidson was a two-cylinder motorcycle.

The Lodi Police Department bid specifications called for a motorcycle with four cylinders. We specified four cylinders because our research showed four-cylinder motorcycles were more conducive to enforcement use. We found that motorcycles with four cylinders have demonstrated better performance and less maintenance. Also, four-cylinder motorcycles seemed to offer smoother operation (i.e. less vibration, less fatigue on the officer, and easier to start).

In support of requiring motorcycles with four cylinders, I offer the result of our research effort.

We contacted the two dealers (Kawasaki and Harley Davidson) and received conflicting opinions as to why their product was more conducive to enforcement use. Therefore, we randomly selected a dozen police agencies who use Harley Davidson and/or Kawasaki motorcycles for enforcement use. These agencies were:

1. Oakland Police Department
2. Fremont Police Department
3. San Leandro Police Department
4. California Highway Patrol
5. San Jose Police Department
6. Oroville Police Department
7. Alameda Police Department
8. Richmond Police Department
- 9/10. Stockton Police Department
Modesto Police Department
11. Milpitas Police Department

Of the eleven agencies, four (CHP, Fremont, Oakland, and San Leandro) are using Harley Davidsons and are to varying degrees satisfied with their performance. Six of the agencies are using or have used Harley Davidsons and have noted very poor performance. The seven agencies that are using Kawasakis are presently very satisfied with the performance of those motorcycles. One of those seven agencies (Milpitas) have not used Harley Davidsons, but tested them and noted very poor results. I have no explanation as to why some agencies have had satisfactory results with Harley Davidson and some have not, however, I find that the majority have not.

The following agencies were contacted and offered a variety of experiences that were so noted:

1. Oakland Police Department has approximately forty-five motorcycles and they are all Harley Davidson. Overall they are satisfied with the performance of Harley Davidson. They have a dealer in Oakland who maintains them and gives them good service. Harley Davidson motorcycles are a tradition with Oakland Police Department. They have been using them for a number of years. They did try Kawasaki a couple of years ago, however, they were not satisfied with the performance of Kawasaki and they went back to Harley Davidson. Oakland Police Department has experienced some problems with clutches and batteries but do not feel it has been a significant problem. The opinion of the Sergeant I talked to with Oakland PD was that their motorcycle officers preferred Harley Davidsons. That is what they were used to and that is what they were satisfied with. Oakland PD has also noted some problems with starting the Harley Davidsons but again did not feel it was a significant problem.

2. Fremont Police Department has been using Harley Davidsons for a couple of years and are satisfied with their performance. They have had some problems with clutches and batteries, however, they do not feel it is

significant enough to change to another type of motorcycle and they intend to continue using the Harley Davidson motorcycle.

3. San Leandro Police Department has three motorcycles, two Harley Davidson and a Motoguzzi. They've had to replace one clutch and one battery on one of the Harley Davidsons. They are not happy with the seat on the Harley Davidsons and they have experienced some vibration problems. They have never had Kawasaki motorcycles. To this point they are fairly satisfied with the performance of their Harley Davidsons.

4. California Highway Patrol has a large number of both Harley Davidson and Kawasaki Motorcycles. The Harley Davidsons have been found to offer good performance on the freeways. The Harley Davidsons and the Kawasakis were compared on maintenance and the Harley Davidsons over a twelve-month period averaged \$200 more in maintenance. In addition, it should be noted that Harley Davidson offers to the California Highway Patrol an unlimited mileage warranty, therefore, a lot of the maintenance requirements were covered under the warranty contract and is not reflected in this additional \$200 cost.

5. San Jose Police Department bought the 1984 model of Harley Davidson primarily because they were able to get on the State bid and pay the very low cost of \$4,400 per motorcycle. San Jose has a total of 33 motorcycles, 21 of which are Kawasakis and 12 are Harley Davidson. They have found that the Harley Davidson maintenance cost are much higher than the Kawasakis. All 12 of the Harley Davidsons have gone through at least two batteries in the first 15,000 miles of operation and several have gone through three or more. Kawasaki motorcycles average one battery every 40,000 miles. All 12 Harley Davidsons have gone through at least one clutch. Several have gone through three clutches and one has had seven clutches. They have not had to replace one clutch on the Kawasaki motorcycles. They have found that the rear suspension on the Harley Davidson motorcycles and the shocks are not adequate and that the seats are "terrible". Half of the officers who ride Harley Davidsons have complained about back problems and two have taken time off on injury leave. They have had no complaints of back problems with officers who are riding the Kawasakis. A sergeant with the San Jose Police Department indicated that the vehicle maintenance supervisor for San Jose says they will never buy Harley Davidson motorcycles again and when these motorcycles reach the minimum 40,000 miles, they will get rid of them.

6. Oroville Police Department is a city of similar size to Lodi Police Department. They have had two motorcycles that they use for enforcement purposes. Originally they had Harley Davidsons until approximately four weeks ago when they sold them. They ended up selling the Harley Davidsons to a private individual because they could not find another police department that was willing to buy them. The two Harley Davidson motorcycles they had had a total of 7,900 miles on one bike and 9,000 miles on the other bike. Even with this low mileage, because of the amount of problems they had, they sold the motorcycles. They purchased Kawasaki motorcycles and even though they have only been in use for a short time, they are very pleased with the performance. They had the Harley Davidson Motorcycles for a total of 15 months and during this 15 months the following problems were noted:

Both Harley Davidsons were down an average of 50% of the time they were supposed to be in service.

One of the Harley Davidsons needed two starters. The other one had the electrical system catch on fire.

Both Harley Davidsons had to have numerous batteries in the first 12 months of warranty and a total of six batteries in the next three months after the warranty.

They found excessive vibration which was directly attributed to parts falling off the motorcycle such as motor mounts and parts of the carburetor,

The shifter seals leaked and sprayed oil on the motorcycles.

The motorcycles had to be towed in on 10 different occasions because they broke down in the field and there was no way to restart them or to get them back into the shop.

Within 30 days of use, both officers who were riding the motorcycles were seeing a chiropractor for back problems directly attributed to riding the Harley Davidsons.

The officers reported very uncomfortable seats and a lot of vibration on the Harley Davidsons.

The first three months after the twelve-month warranty had expired, the two Harley Davidson motorcycles cost them a total of \$1,500 in maintenance. It was at that point they decided they could no longer afford the Harley Davidsons and they sold them and went to the Kawasakis.

7. ALAMEDA POLICE DEPARTMENT has a total of eight motorcycles, six Kawasakis and two Harley Davidsons. Of the Kawasakis, four are 1980 models and one is a 1984. They have two 1985 Harley Davidsons. Overall they are much happier with Kawasakis. They feel the Kawasakis accelerate and decelerate quicker, which they feel is a safety

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factor. Harley Davidsons have demonstrated the braking capabilities are not as good as the Kawasakis. In fact, they have found that the Harley Davidsons' rear wheel can lock up, even though Harley Davidson claims it will not. Alameda feels the braking problems on the Harley Davidsons are their greatest concern. They've had to replace two batteries for each of the Harley Davidson motorcycles. They've had to replace clutches on the Harley Davidson motorcycles and they have noted problems with the vibration. Alameda did state they are starting to experience some maintenance problems with their Kawasakis, but the Kawasakis are five years old. However, they again stated they are much happier with the Kawasakis than the Harley Davidsons.

8. Richmond Police Department has a total of five motorcycles, four Kawasakis and one Harley Davidson. They have noted less problems with the Kawasaki motorcycles. They have noted that the Kawasakis have less vibration, smoother performance, and better acceleration. Most of the problems that they've had with the Harley Davidson motorcycles have been with the braking capability and with vibration. One of the Harley Davidsons had a gas tank split and fuel escape onto the exhaust. They attribute this to the amount of vibration because of the two cylinders. They have also had problems with parts falling off, such as exhaust units. The Harley Davidsons vibrate so much that they have had problems with the radar units that they have used while riding the Harley Davidsons. They have had electrical problems and have had to replace batteries. They found that when they purchased the Kawasakis it cost them an additional \$800 more than the cost of the Harley Davidsons. However, they purchased the Kawasakis because they found them to be more reliable and the cost of maintenance to be less than the Harley Davidsons.

9/10. Stockton Police Department and Modesto Police Department have used Harley Davidsons in the past but they got away from them because of the high maintenance costs for all the reasons previously cited. Also, Stockton Police Department noted they were having problems with high-speed wobble with the Harley Davidsons. Both Stockton PD and Modesto PD now have Kawasakis and they are very pleased with their performance. They report no problems with vibration or clutches or batteries similar to the ones noted on Harley Davidsons.

11. As previously stated Milpitas Police Department has not used Harley Davidsons, however, they

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tested them for three days in 1985, and it was the 1985 models they tested. They noted excessive vibration, and discomfort to the officer who was riding them. They noted it took a wider radius for the Harley Davidsons to turn than the Kawasakis and some difficulty in starting the Harley Davidson's once they had been running for a while. Milpitas has Kawasaki motorcycles and they are very pleased with their performance.

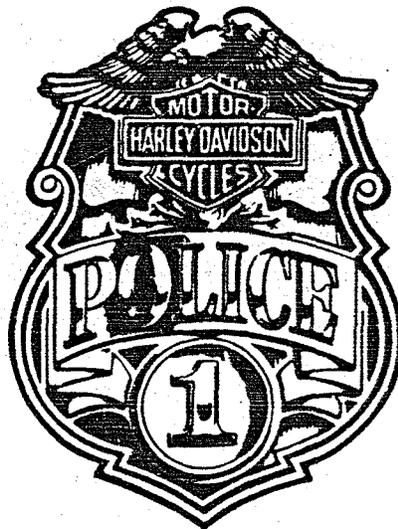
In summary, I found that the best approach to determining which type of motorcycle would best meet our need, would be to talk to agencies who have used both and to survey the degree of satisfaction. As previously noted, seven of the 11 agencies are pleased with the performance of the Kawasaki motorcycles over the results they have had with the Harley Davidsons. Also, as previously noted, some of the agencies who were contacted had been satisfied with the performance of the Harley Davidson. However, this research project, brief as it may be, points out to me that the four-cylinder motorcycle seems to be more conducive to the needs of the Lodi Police Department. The agencies who have used the four-cylinder motorcycles have reported very few problems in comparison to those who have used the two cylinder.

Respectfully submitted,

Capt. Larry D. Hansen
Captain Larry D. Hansen
Patrol Division Commander

LDH:sm

POLICE DEPARTMENTS USING
HARLEY-DAVIDSON MOTORCYCLES



For Additional Information Contact:

POLICE SALES

Harley-Davidson Motor Co., Inc.

P.O. Box 653

Milwaukee, WI 53201

(414) 342-4680

JULY, 1985

ALABAMA

Auburn University
Baldwin
Childersburg
Clanton
Decator
Dothan
Florence
Greenville
Huntsville
Mobile Co. Sheriff's Dept.
Montgomery
Muscle Shoals
Pascagoula
Selma
Sheffield
State of Alabama
Troy
Tuscaloosa
Youngstown

ARIZONA

Clifton
Kingman
Mesa
Yuma

ARKANSAS

Pine Bluff
Hot Springs
Little Rock

CALIFORNIA

Alameda
Antioch
Army Corps of Engineers
Blonkers Escort Service
Bolero
California Highway Patrol
East Bay Regional Park
Emerville
Fremont
Fresno
Garden Grove
Harbor City Escort Service
Merced
Monesto

CALIFORNIA (CONT)

Mountain View
Napa Co. Sheriff
Oakland
Oroville
Richmond
Sacramento
Salinas
San Bruno
San Jose
San Leandro
San Mateo
San Rafael
Santa Maria
Santa Rosa
Torrance
Vallejo
Yuba City

COLORADO

Englewood
Littleton
Western Motorcycle Escort

CONNECTICUT

Avon
Bridgeport
East Hartford
Greenwich
Groton
Hampden
Meriden
Middletown
New London
Stafford Springs
Stamford
Vernon
Wallingford
West Haven
West Port

DELAWARE

Delaware State Patrol
Dover
Newark
Rehobeth
Wilmington

DISTRICT OF COLUMBIA (D.C.)

Alexandria
Arlington County
Maryland Park
Metropolitan Washington
Montgomery County
Prince George's County
U.S. Park Police

FLORIDA

Bradenton
Brevard County
Broward County
Charlotte Co. Sheriff's Dept.
Escambia County
Fort Lauderdale
Fort Myers
Fort Walton Beach
Gainesville
Hollywood
Indian River County
Jacksonville
Lakeland
Lee Co. Sheriff's Dept.
Miami
Palm Bay
Pompano Beach
Riviera Beach
Sanford
Sarasota
Sunrise
Tallahassee
Tampa
West Palm Beach

GEORGIA

Albany
Athens
Augusta
Brunswick
Clayton County
Cobb County
Columbus
Cordele
Decatur
Georgia Highway Patrol
Griffin
La Grange
Macon

GEORGIA (CONT)

Rome
Swainsboro
Tifton
Valdosta
Warner-Robins

HAWAII

Honolulu

ILLINOIS

Arlington Heights
Barrington
Chicago
Chicago Heights
Danville
Des Plaines
Elk Grove Village
Evanston
Lake Forest
Lansing
McComb
Palatine
Peoria
Peoria Co. Sheriff's Dept.
Peoria Park District Police
River Forest
Schaumburg

IDAHO

Boise

INDIANA

Anderson
East Chicago
Fort Wayne
Gary
Hammond
Hobart
Indianapolis
Mishawka
Owensboro
Terre Haute
Valparaiso
Vincennes
Whiting
Warsaw

IOWA

Dubuque

KANSAS

Garden City
Independence
Lawrence
Shawnee
Sedwick Co. Sheriff's Dept.
Topeka

KENTUCKY

Jefferson County
Louisville
Whitesburg Sheriff's Dept.

LOUISIANA

Alexandria
Baton Rouge
Houma
Jefferson Parish
Lake Charles
Louisiana State Police
Morgan City
New Iberia
New Orleans
St. Bernard Parish
Shreveport
Terrebonne Parish

MAINE

Brewer

MARYLAND

Blankensburg
Cambridge
Charles Co. Sheriff's Dept.
Maryland National Capitol Park
Rockville

MASSACHUSETTS

Acton
Ayer
Barstable
Bellingham

MASSACHUSETTS (CONT)

Beverly
Boston
Brockton
Brookline
Cambridge
Chelsea
Cleanway Transit System
Concord
Danvers
Dedham
Dover
Everett
Fall River
Falmouth
Haverhill
Hazel
Hempstead
Hull
Hyannis
Lynn
Malden
Marblehead
Marshfield
Massachusetts Registry of Motor Vehicle
Medway
Mehtuen
Metropolitan District Police
Milbury
Millis
Milton
Nahant
Natick
Needham
Newton
North Attleboro
Northbridge
Oak Bluffs
Peabody
Pittsburgh
Port Authority of Massachusetts
Plymouth
Quincy
Randolph
Revere
Salem
Sandwich
State Police of Massachusetts
Stoughton
Swampscott
Tisbury
Wakefield
Waltham
Wareham

MASSACHUSETTS

Watertown
Wayne
West Springfield
Westport
Westwood
Weymouth
Worcester
Winthrop

MICHIGAN

Detroit
Eaton County Sheriff
Carden City
Grand Rapids
Grand Traverse Co.
Lansing
Marquette
Traverse City
Westland

MINNESOTA

Genco Escort Service - Minneapolis
Minneapolis
St. Paul
St. Paul Escort Service

MISSISSIPPI

Jackson
Pascagoula

MISSOURI

Arnold
Ballwin
Branson
Bridgeton
Cape Girardeau
Creve Coeur
Excelsior Springs
Grand View
Green County
Independence
Jackson County
Jefferson City
Kirkwood
Prairie Village
Raytown

MISSOURI (CONT)

Republic
Rola
Springfield
St. Charles
Webster Groves

MONTANA

Butte
Missoula

NEBRASKA

Omaha

NEVADA

Las Vegas

NEW JERSEY

Atlantic City
Bayonne
Belleville
Bloomfield
Caldwell
East Orange
Elizabeth
Englewood Cliffs
Essex County
Hackensack
Jersey City
Kearny
Lavellette
Montclair
Newark
Nutley
Orange
Paterson
Pleasantville
South Orange
Tassaic County
Trenton
Verona
Weeheuken
West Orange

NEW MEXICO

Hobbs
Las Cruces
Roswell
Santa Fe

NEW YORK

Albany
Amherst
Binghamton
Bell Airport Security
Brighton
Buffalo
Irondequitt
Livingston Co. Sheriff's Dept.
Nassau County
Newburg County
New Rochelle
New York
North Tonawanda
Ontario County Sheriff's Dept.
Rensseler County
Cleary Escort Service-Rochester
Rotterdam
South Hampton
Suffolk County
Syracuse
Tonawanda
Ulster County Sheriff's Dept.

NORTH CAROLINA

Cumberland County
Hickory
Lenoir
Monroe
Rocky Mount
Statesville
Winston-Salem

OHIO

Akron
Beachwood
Brooklyn Heights
Canton
Cleveland
Coal

OHIO (CONT)

Dayton
Elyria
Lake County Sheriff's Dept.
Mahoning County
Mayfield Heights
Mentor
North Royalton
Parma
South Euclid
Steubenville
Willoughby Hills
Wauseon Sheriff's Dept.
Zanesville

OKLAHOMA

Ardmore
El Reno
Lawton
Oklahoma City
Stillwater
Tulsa
Yukon

OREGON

Salem

PENNSYLVANIA

Allegheny County
Allentown
Bethlehem
Bristol Township
Chester
Collingdale
Erie
Johnstown
Johnstown Escort Service
Lebanon
Norristown
Philadelphia
Pittsburgh
Ridley Township
Scranton
Springfield
Stroudsburg
Treasure Lake

PENNSYLVANIA (CONT)

Wilkinsburg
Uniontown
Upper Darby
Upper St. Clair Township

RHODE ISLAND

Bellingham
Fair Haven
Franklin
Johnstown
Johnson
Providence
Rhode Island State Police
Warren Warich
Woonsocket

SOUTH CAROLINA

Charleston
Columbia
Conway
Greenville

SOUTH DAKOTA

Pennington County Sheriff's Dept.
South Dakota State Patrol

TENNESSEE

Chattanooga
Cookeville
Shelby County Sheriff's Dept.

TEXAS

Arlington
Azle
Bellaire
Big Spring
Bryan
College Station
Duncanville
El Paso
Harris County

TEXAS (CONT)

Houston
Lake Worth
Longview
McAllen
Mission
Odgen University Security
Pharr
Ruidoso
San Marcos
Texas A & M University

UTAH

Salt Lake Co. Sheriff's Dept.
Utah Highway Patrol

VERMONT

Burlington
Williston

VIRGINIA

Alexandria
Arlington County
Chesapeake
Hampton
Manassas
Newport News
Portsmouth
Richmond
Roanoke
Suffolk
Virginia Beach

WASHINGTON

Bremerton
Port Angeles
Spokane
Tacoma
Washington State Patrol

WEST VIRGINIA

Charleston
Huntington
Moundsville

WISCONSIN

Grafton
Green Bay
Milwaukee
Milwaukee Co. Sheriff's Dept.
New Berlin
Port Washington
Wisconsin State Patrol

WYOMING

Cheyenne

CANADA

Calgary
Dartmouth
Edmonton
Halifax
Hamilton
Hull
Kingston
Kitchener Waterloo
Lethbridge
Longueuil
Medicine Hat
Moncton
Montreal M.U.C.
Niagara Regional
Ontario Provincial
Ottawa
Peel Regional
Peterborough
Quebec City
Quebec Provincial
Regina
Royal Canadian Mounted Police
Saanich
St. Catherine
St. Jean
St. John's Constabulary
Sault Ste. Marie
Sherbrooke
Sudbury
Metropolitan Toronto
Valleyfield
Vancouver
Victoria
Weston Police Department
Windsor
Winnipeg
York Regional



Police Sales Bulletin

P-34

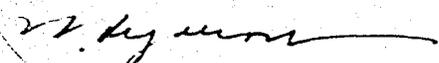
HARLEY-DAVIDSON POLICE MOTORCYCLES RESALE VALUE

HARLEY-DAVIDSON POLICE MOTORCYCLES HAVE A RESALE VALUE OF TWO TO THREE TIMES WHAT ANY COMPETITIVE BRAND VEHICLE IS WORTH AFTER TWO OR THREE YEARS OF POLICE SERVICE. RESALE VALUE NEEDS TO BE CONSIDERED AS THE BOTTOM LINE AND IS THE ANSWER IN TODAY'S CRUCIAL DECISION MAKING PROCESS.

ALL MUNICIPALITIES SHOULD BE AWARE OF HARLEY-DAVIDSON'S TREMENDOUS RESALE VALUE. FOLLOWING ARE ACTUAL EXAMPLES OF RESALE VALUE FROM VARIOUS CITIES AROUND THE UNITED STATES:

1. THE CALIFORNIA HIGHWAY PATROL HAS JUST RETIRED AND SOLD THEIR FIRST 1984 HARLEY-DAVIDSON, A FXRP. THEY REPORTED A WHOPPING \$4,200.00 SALE FOR THE FIRST UNIT. AS A COMPARISON, THE CALIFORNIA HIGHWAY PATROL ADVISES THAT THE AVERAGE RESALE OF A THREE YEAR OLD KAWASAKI WITH 40,000 MILES WAS \$800.00.
2. MILWAUKEE, WISCONSIN - THIS DEPARTMENT IS CURRENTLY RUNNING A FLEET OF 50 HARLEY-DAVIDSON POLICE MOTORCYCLES. THEY AUCTION OFF THEIR USED VEHICLES AND REALIZED \$2,150 TO \$2,350 FOR 1977-1979 UNITS, WHETHER THEY WERE RUNNING OR NOT.
3. BOSTON, MASSACHUSETTS - THIS DEPARTMENT IS CURRENTLY RUNNING 140 HARLEY-DAVIDSON POLICE MOTORCYCLES. THEY ALSO AUCTION OFF THEIR USED UNITS. 1977-1979 UNITS WHICH WERE RUNNING BROUGHT \$2,000 TO \$2,500, EACH.
4. PITTSBURGH PENNSYLVANIA - THIS DEPARTMENT IS CURRENTLY USING 37 HARLEY-DAVIDSON POLICE MOTORCYCLES. THEY RECENTLY AUCTIONED OFF 1969 AND 1975 MODEL VEHICLES, WITH SIDECARS, IN VARIOUS CONDITION FOR \$2,200 TO \$3,050.

POLICE CHIEFS, CITY ADMINISTRATORS, PURCHASING AGENTS, ETC., NEED TO KNOW ABOUT THE RESALE VALUE OF HARLEY-DAVIDSONS VERSUS THE COMPETITION. THE BOTTOM LINE DOES MAKE A DIFFERENCE.


JON S. SYVERSON
MANAGER, POLICE, SHRINE AND DISTRIBUTOR SALES



Police Sales Bulletin

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HARLEY-DAVIDSON POLICE MODELS FUEL ECONOMY STATISTICS

FUEL ECONOMY CONTINUES TO BE AN IMPORTANT ISSUE WITH THE CITY ADMINISTRATORS AS THE PRICE OF GASOLINE RISES. THE FOLLOWING CHART IS FOR YOUR USE TO SHOW THE ADVANTAGES HARLEY-DAVIDSON POLICE MOTORCYCLES HAVE OVER BOTH SQUAD CARS AND COMPETITIVE BRAND MOTORCYCLES, AND TO DEMONSTRATE TO YOUR CITY THE FUEL SAVINGS AVAILABLE TO THEM.

<u>MODEL</u>	<u>TANK SIZE (GAL)</u>	<u>CITY AVE.</u>	<u>MPG RANGE</u>	<u>HIGHWAY RANGE</u>	<u>DISTANCE RANGE - MILES CITY</u>	<u>HWY</u>
FLHTP	5	40	36-45	43-55	180-225	215-275
FXRP	4.2	40	36-45	42-55	151-189	176-231

NOTE: THE "RANGE" IS ± 2 STANDARD DEVIATIONS.

HISTORICALLY, WE HAVE FOUND THAT THE ABOVE MODELS HAVE ATTAINED THE MPG RANGES LISTED. BEGINNING IN 1985, BOTH MODELS HAVE THE EVOLUTION ENGINE WHICH PROVIDES GREATER FUEL ECONOMY THAN ANY OTHER PREVIOUS HARLEY-DAVIDSON ENGINE.

SINCERELY,

JON S. SYVERSON
MANAGER, POLICE, SHRINE AND DISTRIBUTOR SALES



Police Sales Bulletin

P - 30

POLICE MOTORCYCLE WARRANTY

HARLEY-DAVIDSON'S INCREASED QUALITY CONTROL PROGRAMS ENABLED THE COMPANY TO ANNOUNCE AN ALL NEW MOTORCYCLE WARRANTY BEGINNING WITH THE 1984 MODEL YEAR POLICE MOTORCYCLES.

THIS NEW 12 MONTH UNLIMITED MILEAGE WARRANTY CONTINUES IN EFFECT ON ALL POLICE MOTORCYCLES.

THIS IS ANOTHER IN A LONG LINE OF SALE PLUSES FOR HARLEY-DAVIDSON POLICE MOTORCYCLES.

JON S. SYVERSON
MANAGER, POLICE, SHRINE AND DISTRIBUTOR SALES

More fines collected since motorcycle arrived

By Barbara Jorgensen
Staff Writer

DEDHAM — Fines collected for moving violations in town have doubled since the Police Department put its new Harley Davidson on the road.

The town's second motorcycle was introduced during the June 14 Flag Day parade. Since then, said motorcycle patrolman Paul Crump, the courts have received \$16,000 worth of collections from traffic tickets — \$8,000 over June's total. "It all comes down to having another bike on the road," he said.

Moving violations include speeding, running stop signs, illegal U-turns, and operating in the breakdown lane.

The Dedham Police have had one motorcycle for six years, operated by Crump. Since the new one was purchased, Patrolman David Mason has inherited the original cycle.

Crump explained that the addition of the \$7,750 motorcycle to the force has doubled the town's intake from traffic fines. And because of the motorcycle, monitoring traffic has become both more efficient and safer for the officers and the public.

"The motorcycle has an advantage of maneuverability in heavy traffic and you can station a motorcycle on narrow roadways," Crump said. "It's a safer situation for the officer and the people on the road. A cruiser takes up a lot of space."

The two motorcycles also are a psychological deterrent, Crump said. "A motorcycle officer is out there for one

reason," he said. "Our primary function during our work hours is to monitor traffic."

"But we have more than the two bikes," he added. "We have a traffic car. But its use is limited, manpower dictates when they are out there." Crump said the cruiser was added to the traffic detail because the station has received a number of complaints from residents.

The doubling of fines is not entirely due to added traffic patrols, Crump added. Since the Southeast Expressway came under construction, traffic in Dedham has increased.

"The main objective (of traffic officers) is not to give out 25 tickets a day," he stressed. "It's to make the area you travel safer, and for the people who live there."

Both officers who are manning the cycles have been riding them for years, Crump said. The first cycle was purchased through a federal grant.

The cycles also have some advantages solely for the Police Department.

"We use one officer per bike" Crump said. "It's done for maintenance purposes and the upkeep of the machine. Like anything else, if you have numerous operators on equipment the life expectancy drops. More so on motorcycles, they're not as forgiving as a car." The cycles also get up to 40 miles per gallon of gas.

In neighboring towns, motorcycles are not uncommon. Needham, Walpole and Westwood have one each. Norwood has none.

Harleys make better busts

Congratulations to Sheriff John Moran and the Metropolitan Police Department for their intelligent decision to replace their fleet of Kawasaki motorcycles with the far superior product made by Harley Davidson.

For many years the American-made Harley Davidson police motorcycle was the mainstay of every police department in the U.S. Then in the late 1970s the questionable decision was made to switch to the Japanese product. Since that time the prestige of most motor divisions was degraded by the appearance and sound of the imported cycle.

Gone was the unmistakable tone and look of the mighty Harley. To be pulled over by an officer riding a cycle that sounds like a sewing machine just doesn't have the drama or impact of the same experience when the officer dismounts from a rumbling Harley Davidson.

The image of the motorcycle policeman is being restored with every replacement H.D. purchased by Metro. Keep up the good work!

STEVE MILLER

The Augusta Chronicle

The South's Oldest Newspaper - Established 1785

AUGUSTA HERALD

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Section B ★



Staff photo by Shaun Stanley

Sgt. Ronnie Williamson sits atop new motorcycle

Police motorcycles called better, faster, even more patriotic

By Charles J. Myers

Staff Writer

They're faster, smaller, easier to handle and best of all, they're American-made.

So say traffic patrolmen at the Augusta Police Department of their new motorcycles and the mechanics who service the new Harley-Davidsons.

According to Sgt. Ronnie Williamson, the department went to the Harleys about two months ago as a phasing out of the motorcycles' older and more bulky predecessors.

And so far, said Williamson, the new cycles have passed the test with flying colors.

The 1,364-cubic-centimeter engines enable the smaller-framed bikes to get to the scene faster and handle the city's traffic with fewer problems, Williamson said.

And that was just the start of Williamson's praise of the new units.

Williamson said the new

bikes are easier to handle, stop faster and with more control and have more pickup.

While shopping for the new motorcycles, the Police Department looked to a study conducted by the California Highway Patrol, Williamson said.

The Californians found the new bikes to be the best buy for the money, Williamson said, and so Augusta followed suit.

Marion Kneece, the mechanic for the department's motorcycles, agreed that the right choice was made.

Calling the engines upgraded, Kneece said the new motorcycles run cooler, have 10 percent more horse power and 15 percent more torque.

And best of all, said Kneece, "They're American-made."

Williamson added one other feature much appreciated by the men who find themselves atop the machines for hours at a time.

"They're more comfortable," he said.

waukesha FREEMAN

Cycle cops happy with 'hogs'

By John Myers

NEW BERLIN — They rode as long as possible, but icy roads, snow and bitter cold have finally brought a successful first season to a close for the New Berlin Police Motorcycle Patrol.

The big Harley-Davidson bike was put in moth balls last week for the winter and its three officer-riders have been forced back into their patrol cars, at least until next spring.

"It turned out to be a great idea. Our first experience with a motorcycle patrol was a good one," Police Chief Michael Hanrahan said. "It's cheaper than a patrol car by about half and it really worked well as a patrol vehicle."

Not only was the purchase price half that of a patrol car, but maintenance and operating costs also were cut at least in half, Hanrahan said. More important to the department, however, has been the positive reaction the cycle patrolmen have received from New Berlin citizens.

"The main advantage with the cycle is that it brings you much closer to the general public. You're right next to the people you talk to ... they don't have to look into the patrol car," said officer Mike Hurst.

Hurst added that a cycle seems to be less intimidating to most people than a squad car, and that makes for better public relations between the officers and citizens.

It also makes for some problems with safety, though no accidents occurred.

"We had some close calls. People just don't respect motorcycles in general," Hurst said. "But the cycle's size also made it easier to get in and out of traffic situations."

The cycle has been used for all types of patrol and surveillance activities, including running radar against speeders and responding to traffic accidents. The bike is not only equipped with lights and a siren, but comes complete with fire extinguisher, first aid kit, flares and just about everything else found on a patrol car except a shot gun.

"I'm already looking forward to next summer. We may have more officers interested in riding because it was a good experience for all three of us," said Hurst, who has been riding cycles on his own for more than 10 years.

"It's been both PR and a versatile police tool... I hope to see more motorcycles added down the line."

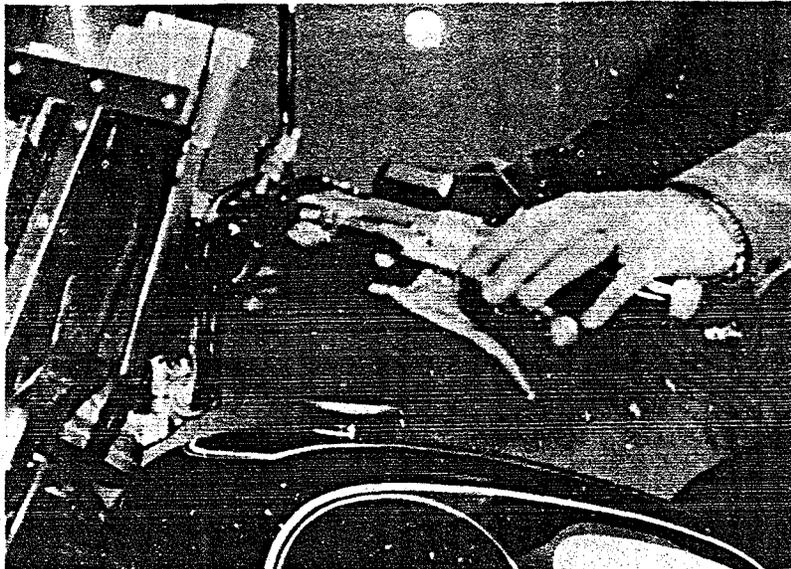
New Berlin residents probably will see the police cycle back on the job when the first lasting warm weather returns.

Monday December 2, 1985

Alternative Patrol Vehicles: The Motorcycle As A Patrol Response Unit

By CHARLES L. KILGORE

The expense of the large patrol vehicle—in fact, the expense of any car—is not always needed. We can substitute a police car with a motorcycle in these times of austerity.



There are going to be major changes in the near future concerning the venerable police patrol car. These changes are the result of OPEC's thirst for money and in some part are reflected in our national quest for plentiful cheap fuel. Such changes cannot be discussed without understanding the nature of police work and the demands it places on vehicles.

The Replacement Problem

The average patrol vehicle is replaced after one year, or certainly it should be replaced. A patrol car stops being cost effective at 50,000 miles and begins costing money around 75,000. A patrol car which is used for three daily shifts, of an average of 70 miles each per shift, ends up in one year registering 75,600 miles of service. Were the same vehicle operated for only two shifts, at the conservative 70 miles each, the figure for the year would be 50,400 miles (roughly twice around Earth's equator).

These mileage figures, plus accidents and other damages to police vehicles, force the average department (discounting those involved in a one-to-one vehicle program) to replace each patrol car about once a year. Recognizing this replacement fact, one becomes aware of a disparity accentuated with each passing year. While the average police car is replaced once a year, the average family or non-police private car, can last from five to seven, or even ten years, depending on whose figures one uses. This lag means that for some time, while the new cars purchased for police use shrink in size and power, there are older cars out there which are much more powerful and faster than the police counterpart. A new police-packaged Chrysler LeBaron, for example, simply cannot catch an older 442 or something similar, and will not for some time to come. This, however, should not affect the great majority of police departments, being municipal in nature, nor should it affect most county departments.

Abandon Need for Fast Cars

It is high time that we began to abandon the idea that we need powerful, fast cars to accomplish the mission at hand. Our patrol officers must give up the idea of the one-to-one duel of a police car chasing at high speeds the criminal. In these days, the chances for an officer to injure, cripple, or kill himself or an innocent bystander are too great, and we cannot ignore the real and vicarious liability so implied. Judicious use of radios, and blocking and barricading maneuvers can all but eliminate the need for high-speed pursuits.

If this contention established, it is clear that the need for a full size police vehicle equipped with a massive powerplant does not exist. Perhaps a highway patrol service with the need to chase over long, lonely stretches of roads could justify such a need—but certainly no municipalities, few county agencies, or any state agencies not dealing with the highways.

The expense of the large vehicle—in fact, the expense of any car—is not always needed. We can, in fact, substitute a police car with a motorcycle. Motorcycles have always been used either in a three-wheel format to enforce parking violations or to complement foot patrol, or in a two-wheel format to enforce traffic violations.

Motor Officer Image

Two-wheeled motorcycles have always been accompanied by a mystique or aura which serves to reinforce the officer's image of machismo. Bloused riding pants, knee high jack-boots, a leather shoulder strap attached to "dees," a sidearm



CHARLES L. KILGORE was named Chief of Police, Delray Beach Police Department, 200 S.W. 1st Street, Delray Beach, Florida 33444, in March 1979. A member of the department since 1956, when he joined the agency as a patrol officer, Kilgore progressed through the ranks, being named sergeant in 1966, lieutenant in 1972, and captain of police in 1974. In 1974 he was made major of the department. Chief Kilgore is a graduate of the FBI's Law Enforcement Officers Training School and has attended the Police Training Course, Florida State Department of Education, and the Law Enforcement Procedure Course, State Department of Education and Florida Peace Officers Association. He has also attended numerous other seminars and

workshops. Active in several local and state police organizations, Chief Kilgore is an IACP member.

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swinging on a swivel—all of these serve to emphasize an image for the motorcycle and the "motor officer." To this day, therefore, there is resistance among police executives whenever the idea of using motorcycles in anything other than the functions of parking enforcement or traffic is brought up. Some departments allow their "motor officers" to back-up and/or assist regular zone or beat officers; however, few departments allow motor officers to work calls, unless the officer actually sees a crime committed.

Past and Present Figures

In 1950, in his book, *Police Administration*, O. W. Wilson stated, "The advantages of the automobile in the enforcement of moving-traffic regulations are so great as to justify its use for this purpose to the exclusion of the two-wheeled motorcycle." While books can (and have) been written supporting one or the other position, Wilson's statement has colored our thinking as police managers for thirty years. While he is correct that a motorcycle is more dangerous than a police car, training and judicious selection of the operator can go a long way towards minimizing accidents.

Wilson goes on to state, "The operating costs of the motorcycle exceeds those of the automobile." This was very true in the late 1940s and early 1950s. Gasoline sold for around 25.9¢ per gallon, and cars had comparatively high mileage, as opposed to a 74 CI Harley-Davidson police solo. Maintenance and gas consumption simply gave the motorcycle no great advantage financially. However, modern Harley-Davidson police solos and Kawasaki police 1000's, the two most widely used brands, give greatly increased mileage advantages over modern police cars.

Using the figures of one shift, at the average of 70 miles per that shift, we find that the yearly fuel cost to operate a patrol car is \$3,150, while for a motorcycle, the cost is \$1,050. If both are used for two shifts, the figures are \$6,300 for a car and \$2,100 for a motorcycle.

Associated figures such as oil, repairs, tires, and the like are also comparatively lower for the bike. The average cost for a police-package equipped car is about \$8,000, while for the motorcycle the average cost is \$4,500.

Motorcycle Restrictions

While a motorcycle is limited in terms of weather conditions, safety conditions, geographical zones, and the transportation of prisoners, there is no reason why an officer on a motorcycle cannot work a beat

or zone which normally would have a solo police car. There are some common sense restrictions that should be placed on such an arrangement:

1. The motorcycle should not be assigned to a high density, high crime area, as the officer is too exposed. Most of the time this area calls for a two-officer unit anyway. Areas with such potential, but which would normally have a solo car assigned to them, should still be assigned a car rather than the more vulnerable motorcycle.

2. Areas that are not developed and have a high ratio of gravel, sand, dirt or loose shellrock roads should also have cars assigned to them due to the greater instability of a motorcycle.

3. The same restrictions that apply to number one also apply to areas or zones that are often called upon to transport prisoners for other zones. Normally these are zones which border high density, high crime areas, such as number one.

4. There are some who draw an exception to working a motorcycle late at night or while it is dark. These agencies usually stop working the bikes at about 10:00 p.m. I do not see a difference in the darkness between 10:00 p.m. and 2:00 a.m., but there are some valid objections as to the advantage of bikes at that time, so this is a decision for the individual personnel, equipment, and demographics of each agency's area.

5. If the weather shows signs of rain, snow, etc., it is advisable to pull the motorcycle in and allow that officer to ride a vehicle.

Following these and other rules would allow the department to assign a motorcycle to zones normally receiving cars, at a considerable savings in equipment and maintenance costs.

Officer Status and Dress

The motor officers are not part of a traffic division, but rather they should be considered members of the patrol division using an alternate transportation system. Therefore, they do not wear knee boots, bloused riding pants, etc., but merely the department's uniform and certainly a helmet.

The standard argument against the officer's wearing a regular uniform instead of a traditional motorcycle uniform is safety: the boots are protection against the elements, the pants are more comfortable (giving around the seat and crotch instead of binding), the shoulder-strap with "dees" holds up the sam browne, the swivel holster allows the sidearm to be carried in a position from which the officer may draw, and the helmet is the traditional "brain-bucket," protecting the skull and

contents from sudden deceleration against the ground or other unforgiving object. The only argument which is true and holds water is the necessity of a helmet!

The bloused riding pants were copied from those used by English-style horsemen—the generous seat of the pants allowed room for the body to bend without binding or pulling; they were reinforced against the wear of a moving saddle, and were tight against the legs so that they did not catch on shrubbery. Modern regular pants are made not only of much more durable synthetic or part-synthetic materials, but they also tend to stretch around the bending areas of the body for comfort.

The shoulder strap was designed to hold up a sam browne belt which was worn around the pants' waistband in the style of yore, that is, around the belly at about navel height. The weight of the sam browne tended to pull belt and pants down to the waist or just about the hipbones—where most people wear their pants now. For most purposes, a snug belt with keepers is more than sufficient. The swivel holster argument applied to those styles where the belt with strap was worn higher than current use, calling for a dropped holster. The most popular style was the now nearly obsolete "border patrol." The weapon in the modern styles of holster can be comfortably drawn from a sitting position.

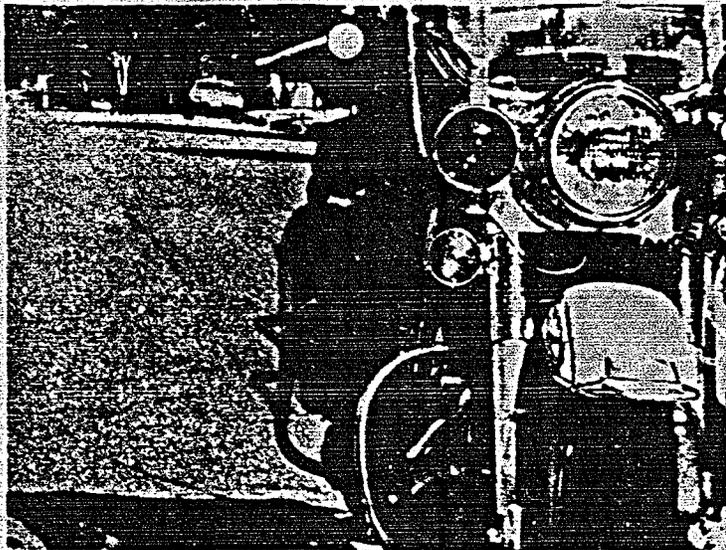
The helmet is, of course, mandatory; and no money should be saved in this area.

The boots to the knee have no real purpose, other than they have traditionally gone with the riding pants. There is no justification for wearing the boot outside the pants. I agree that boots give more protection while riding a motorcycle, but a lower boot such as wellingtons or a discrete western worn on the inside of the regular slacks will do admirably and still conform with the appearance of the general uniform.

The cost of motorcycle uniform pants is several times that of regular slacks, and the cost of boots can go in the hundreds of dollars—superfluous expenses without justification other than tradition.

The officers would then be assigned to a regular zone, carrying all their needed paperwork, etc., in the "saddlebags" of the motorcycle and perform the same service, with limitations, at a greatly reduced cost. Incidentally, the officers seem to stand in line to volunteer for motorcycle detail.

In order to maintain or improve service in these days of cutbacks in budgets and funds, we must find ways to decrease costs considerably. The idea of a motorcycle as a patrol vehicle is but a small contribution to the whole, but it is a start. *



A Case For Continuing Deployment of Motor Officers

By DARYL F. GATES

According to a Los Angeles police study, the unequalled maneuverability of motorcycle officers is the single most essential factor contributing to their effectiveness. While reporting minor traffic accidents is part of officers' duties, their primary function remains the detection and apprehension of traffic violators.



DARYL F. GATES, Los Angeles Police Department, P.O. Box 30158, Los Angeles, California 90030, became the city's 49th chief of police on March 28, 1978. A native of the neighboring city of Glendale, Chief Gates entered the Los Angeles Police Department in 1949 and, twenty years later, had progressed through the ranks to assistant chief and director of the office of administrative services. Prior to his appointment as chief of police, he had been director of the office of operations for eight years. Chief Gates received a bachelor of science degree from the University of Southern California. Past president of the Peace Officers Association of Los Angeles County, he is prominently identified with numerous local and national professional organizations. Chief Gates is a recognized authority on the prevention and control of civil disorders. He also pioneered the concept of special weapons and tactics (SWAT) teams to achieve law enforcement objectives during crisis situations without the loss of life.

Bonus Supplement: Motorcycles In Policing

Since the passage of California's Tax Limitation Initiative, Proposition 13, in 1978, most administrators in the public sector in California have struggled to preserve the integrity of their organizations. It has been widely speculated that the voter intent in passing the tax limitation was to eliminate frivolous and unnecessary government expenditures but not to adversely affect the emergency services of the police and fire departments. However, we are now all too aware that this probable voter intent is not being, and perhaps cannot be, carried out.

In Los Angeles, the police and fire departments comprise approximately 50 percent of the city's total annual budget; and for that reason, the departments are necessarily subjected to annual budgetary scrutiny. Acutely aware of this ongoing examination, both the police and fire departments are continually alert to new concepts that will increase efficiency and effectiveness.

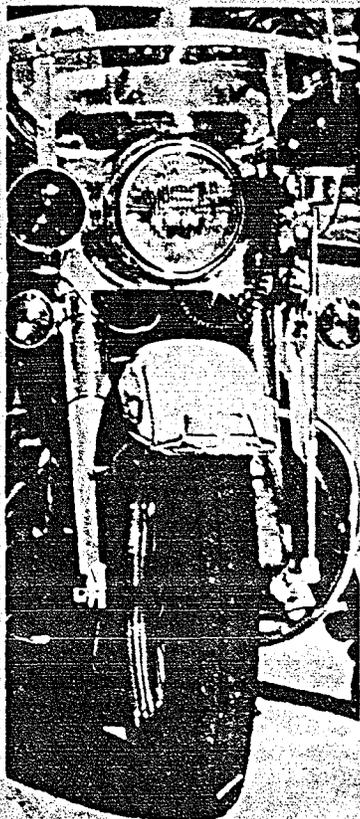
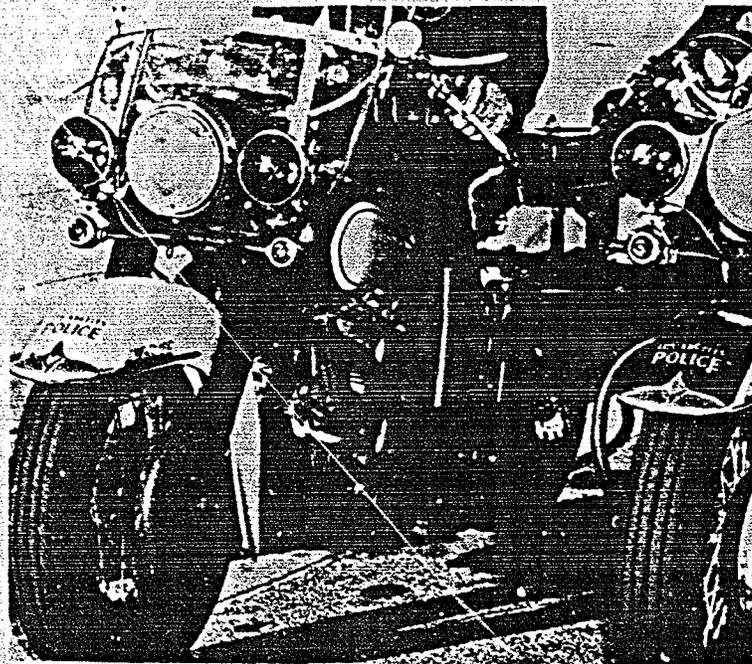
The budget for fiscal year 1981-82 has posed additional challenges in evaluating police department priorities. The city administrative officer completed a lengthy management audit of the Los Angeles Police Department and recommended numerous changes in organizational structure. The deployment of two-wheeled motorcycles was one of the items viewed as an unnecessary and expendable budgetary expense.

Past Studies

In response to previous concerns regarding the cost-effectiveness of solo motorcycles, the police department experimented in 1969 with motorcycles and four-wheeled automobiles utilized for traffic enforcement. Evaluations conducted

during the experiment continually revealed that the motorcycle officers were more effective. Several of the key factors revealed by this experiment included: (1) motorcycle officers issued nearly 50 percent more traffic citations than traffic enforcement officers in cars; (2) injury and fatal traffic accidents increased at a disproportionate rate in areas deploying automobiles; (3) preventable officer-involved traffic accidents were significantly higher for officers in automobiles; and (4) motorcycle officers were more active in investigating nonrelated crimes. Due primarily to these findings, the Los Angeles Police Department discontinued the use of automobiles for specialized traffic enforcement activities on a regular basis. Another department study conducted in 1977 substantially supported the 1969 findings.

In response to the renewed concern with the efficiency of motorcycle use and the cost-effectiveness of their deployment, additional research has been conducted. The most recent examination, however, has provided new dimensions. Motorcycle officers are now more frequently being utilized for crowd control for both sched-



SHORT SUBJECTS

Improved motorcycle licensing programs adopted by state motor vehicle agencies was one topic discussed in the 1981 Annual Report of the Motorcycle Safety Foundation, appearing in the foundation's official publication, *Safe Cycling* (February 1982). According to the report, "Motor vehicle agencies throughout the nation adopted improved motorcycle operator licensing programs in record numbers during 1981.

"States have not experienced such changes since the mid-'60s when most were just starting motorcycle operator licensing programs.

"The conclusions reached by several major studies on motorcycle accidents and possible countermeasures are behind much of this improvement. Driver license administrators now know that one of the best ways to reduce motorcycle accidents is through a licensing program which research has shown to be critical to safe riding. That program is the Motorcycle Operator Skill Test (MOST).

"Five states (Alaska, Georgia, Montana, New York and North Dakota) adopted the MOST in at least one site in 1981. Although the MOST is recognized as the best-off-street skill test available, there are two major obstacles limiting its

use. It requires an area 125 by 50 feet; many licensing facilities don't have an area that large. The electronic timing equipment used for the MOST costs approximately \$2,000 per site, while many state skill tests require only a few traffic cones.

"The MSF alternate test was adopted by four states in 1981: Delaware, Georgia, Montana and Vermont. This test was developed by MSF for use in areas where the MOST doesn't fit. The exercises are taken from the MOST (sharp turn, normal stop, quick stop, obstacle turn) and the *Motorcycle Rider Course* skill test (shifting, serpentine, u-turns). Kansas, Maryland, New Hampshire, Oregon and South Dakota adopted the test in previous years.

"MSF is encouraging states to adopt the MOST in as many sites as possible and to use the alternate tests in the remaining sites. This combination is working well in California, Georgia, Montana and South Dakota and will be used in other states in 1982."

—For further information, Motorcycle Safety Foundation, 780 Elkridge Landing Rd., Linthicum MD 21090-2963

The Motorcycle and Moped Industry Council (MMIC) is a Canadian non-profit association representing the distributors of BMW, Can-Am, Harley-Davidson, Honda, Kawasaki, Suzuki, and Yamaha motorcycles. In a brief delivered to the Canadian Conference of

uled events such as major parades and for unscheduled emergency occurrences such as large demonstrations. In addition, their VIP escort duties increased substantially when a California resident became president of the United States.

The unequalled maneuverability of motorcycle officers was determined to be the single most essential factor contributing to their effectiveness. Also, the duties of the motorcycle officers have been expanded to include the reporting of minor traffic accidents. Their primary function, however, remains the reduction of traffic deaths and injuries by the detection and apprehension of traffic violators.

Mobility Factor

Everyone knows that crime is increasing, and Los Angeles has not been spared. Faced with dwindling resources within the department and a desire to provide better service to the community, new responses had to be developed to combat the crime increase with existing personnel. One response was to utilize the motor squad as an integral part of a highly mobile crime task force. Motor officers proved to be a valuable addition to this force primarily be-

cause of their flexibility to be reassigned to different areas of the city on short notice since motorcycles are home garaged by officers. Evaluation of the task force performance clearly indicated that the availability and mobility of motor officers were significant factors in the unit's ultimate success.

Cost Effectiveness

One of the most interesting revelations which came from the new study was the increasing disparity in purchase and operating costs between motorcycles and automobiles. A fully-equipped patrol automobile costs in excess of three times the motorcycle cost. At today's prices, a police automobile costs about \$16,500, whereas a fully-equipped motorcycle costs approximately \$5,000. If this department's motorcycle officers were reassigned to automobiles, 170 additional automobiles would be required, at an initial outlay of over \$2,900,000 in purchase and preparation costs.

Additionally, the relative cost of automobile operation is outpacing, at a growing rate, the cost of motorcycle operation as fuel prices continue to escalate. When

the current 8 miles-per-gallon inefficiency of automobiles is compared to the 36 miles-per-gallon rate for the motorcycle, it becomes increasingly easier to defend the use of motorcycles.

This updated study has also supported the finding in previous studies that the frequency of traffic accidents for motorcycles is much lower than the rate for police cars. During 1980, motorcycles were involved in one accident per 98,400 miles driven, whereas department automobiles were involved in one accident per 28,300 miles.

Conclusion

In summary, the two-wheel motorcycle continues to be an invaluable tool to meet the traffic enforcement needs of the Los Angeles Police Department and to provide a highly mobile tactical response force for unusual occurrences. The deployment of motorcycle officers will even be more critical in 1984 when Los Angeles will host the Summer Olympic Games. At that time, the mobility of motorcycle officers may be essential in responding to routine and emergency calls for service in critical areas. *

Motor-Transport Administrators, MMIC Executive Director Bruce MacMillan noted that over the past decade extensive research and development programs initiated by the manufacturers have resulted in an 87 percent reduction in sound levels of new motorcycles.

MMIC has worked closely with the Road and Motor Vehicle Safety Board of Transport Canada toward formulation of compliance standards for new motorcycles as well as monitoring the development of noise standards proposed by the Environmental Protection Agency in the U.S. The council also maintains liaison and exchange of information with the Motorcycle Industry Council in the U.S.

Canadian officials have acknowledged that current production motorcycles fitted with exhaust/muffler systems to original equipment standards do not contribute significantly to community noise problems due to the degree of control achieved by present design practice. Despite these controls, the major problem faced by the industry is modification by the owner in order to combat the negative effects of excessive motorcycle noise. The CSA Sub-Committee on Transport Vehicle Noise with participation by MMIC has developed a stationary motorcycle noise test procedure which provides a simple and reliable means of measurement that can be used as the basis for provincial and municipal regulation of motorcycle noise.

Motorcycle theft prevention and recovery of stolen motorcycles are also subjects of vital concern to the MMIC. The association has developed a "Motorcycle Theft Prevention and Identification Manual" and has also published 200,000 copies of a brochure on "Motorcycle Theft Prevention."

—For further information: *The Motorcycle & Moped Industry Council, 45 Richmond Street West, Suite 802, Toronto, Ontario M5H 1Z2*

The Northern Illinois University Motorcycle Safety Program has been named the recipient of the Motorcycle Safety Foundation's Award of Merit for 1981. Charles F. Hartman, president of MSF, cited Northeastern's program for its outstanding achievement in offering basic motorcycle riders courses and a variety of courses for experienced riders. The award was presented to Marjorie Jennings, coordinator of the program.

Since 1976, Jennings and her staff have trained approximately 7,000 Chicago-area residents in free motorcycle rider safety courses offered at Northeastern's main campus and at extension sites throughout Metropolitan Chicago. Several hundred more persons have participated in the program's courses on motorcycle mechanics, experienced rider workshops, sidecar rider workshops, and motorcycle camper trailer workshops.

The program is administered by the Illinois Department of Transportation and funded by the Cycle Rider Safety Training Act using money from motorcyclist's license plate fees.

—For further information: *Mary Sue Mohrke, Northeastern Illinois University, 5500 N. St. Louis Avenue, Chicago, IL 60625*

The 1981 Detroit-Metropolitan Area Novice Rider Motorcycle Safety Education Program was the most successful program in the state of Michigan. While the program was run throughout the state in Grand Rapids, Flint, Saginaw, Monroe, and Ann Arbor, the Detroit program has the distinction of completing the most students in the state. It also was the second largest independent regional program in the country. In its first year of operation, 307 novice riders were trained. Seventeen motorcycle instructors were also trained with fifteen of them working in the Detroit-Metro area program, the highest percentage of working instructors in the state.

The program was sponsored by Macomb County Community College, Oakland Community College, and Wayne-Westland Schools. Funding came from the Michigan Office of Highway Safety and Planning, and the Motorcycle Safety Foundation.

—For further information: *Vince Consiglio, Regional Coordinator, Macomb County Community College, 16500 Hall Road, Mt. Clemens, MI 48043*



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GRPD cops are glad the Bikes are back

Otto Brannum looks in the rear view mirror and grimaces. With lights flashing and siren whooping, a Grand Rapids cop pulls the 34-year-old community education teacher over for driving through a red light. There is one added surprise: this cop rides a motorcycle.

Brannum appears in traffic court a couple weeks later ready to plead guilty.

"Oh I knew I did wrong," the Grand Rapids resident tells the magistrate. "But when they (the traffic lights) are yellow you just fly through there and look in your rear view mirror for cops coming," Brannum says.

"They (cycle cops) were coming out of nowhere. I said, 'God, they're working as a team,'" Brannum complains.

The two cops who nabbed Brannum, Ted Quist and William Shear, chuckle over Brannum's comments, then return to duty. Brannum remains in the magistrate's office to learn that the ticket will cost him \$40 and three points on his driving record.

"You can't get mad at the cops because they were doing their job. They were like, 'Yeah, this is our new toy and we caught you doing wrong.' They were pretty jolly," Brannum says.

It's not always so for the men in Grand Rapids' new gang of two-wheeled cops.

Although some call it the best job in the department, the work can be hot, boring — even dangerous.

"A lot of our peers think we were foolish to take this assignment," says Valdemar (Bobby) Saenz, a Vietnam veteran who is one of five cyclists in the unit.

Saenz, a small, intense man who smiles easily but becomes serious just as quickly, says riding the cycles is considered dangerous "because of the vulnerability of the cycle and the previous history and accidents."

Like many police departments throughout the nation, the Grand Rapids force had cycle patrols in the 1940s and 1950s, and on a limited scale in the 1970s. But they were discontinued when maintenance costs became too high and federal funding was discontinued. While there were some accidents, no officer was killed while on a cycle.

Despite the risks, there are unique compensations for the work, the men say. To a man, the squad members love to ride and pride themselves on their mastery of their machines. There's an unspoken bond between man and machine that only a biker would understand.

"It sounds corny but there's a feeling of freedom when you get on one of these," says Saenz, sounding like a true cycle freak. "When you get on the bike and start up the engine you forget all your problems."

As if feeling guilty for enjoying his job so much, Saenz quickly adds a practical note. "If you understand the engine you can really appreciate what they can do. They accelerate really well and can get you in and out of traffic with ease."

The cycle squad rides on shiny, chrome-and-white Harley Davidsons, specially equipped for police duty and easily capable of exceeding 100 mph. The flashy bikes cost \$6,000 each.

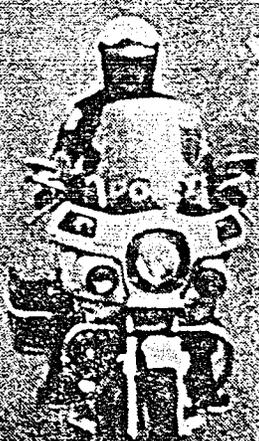
Continued next page

Story by
Theresa McClellan

Photos by
Marvin J. Laninga



The bad news.



Bikes

Continued

The unit's "primary assignment" is traffic enforcement in high accident areas, according to Lt. Thomas Nicholson, the man who heads the traffic unit. Police officials say motorcycles have an advantage over auto patrols in that they are more maneuverable in heavy traffic and cheaper to operate. In addition to ticketing for accident-causing violations, the men patrol special events and serve as escorts.

The five cycle cops — Saenz, Quist, Shear, Tom Hollebeek and Jim Vitton — work as a team. Until the first snowfall, the five men will patrol high volume traffic areas such as 28th Street. The men work five-day, eight-hour shifts at predetermined spots on the assumption that their high visibility will deter traffic problems.

It doesn't always work that way. When their presence fails to deter, the cyclists turn on their sirens and pursue traffic violators.

Such was the case one recent day, as officer Shear watches traffic from an unmarked cruiser parked in the Meijer Thrifty Acres lot at 28th and Kalamazoo Avenue. Shear is the spotter, while three cops astride Harley Davidsons wait nearby for the word.

"You've got a blue El Camino, white female, left lane, for 3314. She should be coming at you right about.... Now."

With that statement from Shear, Hollebeek, nestled between a batch of trees at the Oak Grove Cemetery springs to action. The westbound motorist is nabbed before he makes it to the next intersection.

After writing her a ticket for failing to yield at a flashing red light, the soft-spoken Hollebeek returns to his post to wait and watch — a prime occupation of the cycle cops. At times the job is slow and

tedious. But then they'll get a call and whiz into traffic, headlights on, lights flashing.

They're not always immediately noticed when pursuing a traffic violator. Twenty-eighth Street is wide, busy and loud. Their vehicles are small in comparison and offer little protection other than the helmet worn at all times.

The officers say there've been some close calls — people turn in front of them — but no serious incidents. "The biggest hazard is breathing all this exhaust," jokes the 35-year-old Hollebeek.

The cycle unit was created in April and for three weeks the men were trained in safety and riding technique by Nicholson. They practiced for a week at Riverside Park, then hit the streets in May where they patrolled for two weeks without writing tickets.

Their day begins at 8 a.m. with a quick briefing from Nicholson. By 8:30 a.m. the men push the starters on their Harleys, give the throttle a twist, and hit the road.

At 9 a.m. on a recent Wednesday, Hollebeek is the first of his team to arrive at the intersection of 28th Street and Kalamazoo.

He watches the traffic from his cycle parked in the Meijer's parking lot. A burly, hairy cyclist riding his Harley Davidson east on 28th Street slows with the flow of traffic and looks toward Hollebeek. The heavyset cyclist looks back at his passenger, then both look at Hollebeek and wave. Fellow bikers. He smiles and returns the greeting.

Passersby are impressed at the sight of officers. Mothers pushing babies through the parking lot in carriages point out the officers to their children. Cycle lovers slide up next to the vehicles to ask questions or just to gape in awe.

"I can't believe how people stare at the bikes," says Saenz. "Yeah," adds Hollebeek. "They think we're lost or belong out in California or something."

Hollebeek enjoys his machine but also

appreciates the fact that he can work days and see his children. Hollebeek has been with the force for 16 years, serving on different shifts including the newly created Neighborhood Patrol Unit.

"This beats the heck out of riding in the car all day. Everybody says this is the best job in the department," says Hollebeek.

But there are disadvantages to the motorcycle patrol. Since there are only five men in the unit, they give up long weekends and summer vacations that they normally would have taken if they remained in their other patrols.

And there are days when the men do little but sit and wait. And sometimes nothing happens.

When it's this slow the men's thoughts turn to family, cars, women, their previous assignments. All the men are experienced in other units of the department. Vitton, 31, has seven years with the force mostly in the inner city. He said he misses

who used to patrol the city during third shift. He may look at the tickets as "just another violation," but he does occasionally sympathize with the drivers.

One woman rushing through a light tells Shear she and her husband worked different shifts and she could only see him for 30 minutes a day. Shear, whose wife is a police officer and works a different shift, has had the same problem.

But Shear remains firm. "I told her I could sympathize because I've been there. But the ticket was written," he says.

The following day Saenz is behind the wheel as the spotter. Hollebeek, Shear and officer Vitton man the cycles. Quist remains in the office doing paperwork and tracking down witnesses to serious accidents.

No clouds shield the men from the sun this Thursday and traffic is light. The air is stifling.

After an hour of spotting and no reports

the variety of calls but he likes the freedom of the bike.

Before he was named to the cycle unit, Quist, 43, spent most of his time on the Major Case Team. He served before in the department's cycle squad.

Saenz, 40, was a member of the city's neighborhood patrol unit and he's served with the tactical team under special operations. He's a member of the honor guard and has received special training from the FBI.

Like any cops, members of the cycle squad hear all kinds of stories from the motorists they apprehend.

Shear, 43, recalls ticketing a man who used to work in the motor pool of the Grand Rapids Police Department. The man thought that he would get off easy since he knew the police officers. But no such luck.

"It's just another violation as far as I'm concerned," says Shear, a tall, lean man,

from Saenz of traffic violators, Shear, Hollebeek and Vitton decide to find their own tickets. Noisy mufflers, broken mirrors and other repairs that are visible from their perch are written up and tickets issued. Violators are told to come to the police department to show they made the repair.

But after a while even the junky stop coming down their path. The day is painfully slow. In two hours only two tickets are written by the trio. For guys who love to ride, the tedium is hard to take.

"Some days it's diamonds, some days it's stones," says Hollebeek as he props his leg up and leans back on his Harley.

Then a car whizzes by. "There goes a ticket, a busted windshield," says Hollebeek, who roars off after the motorist.

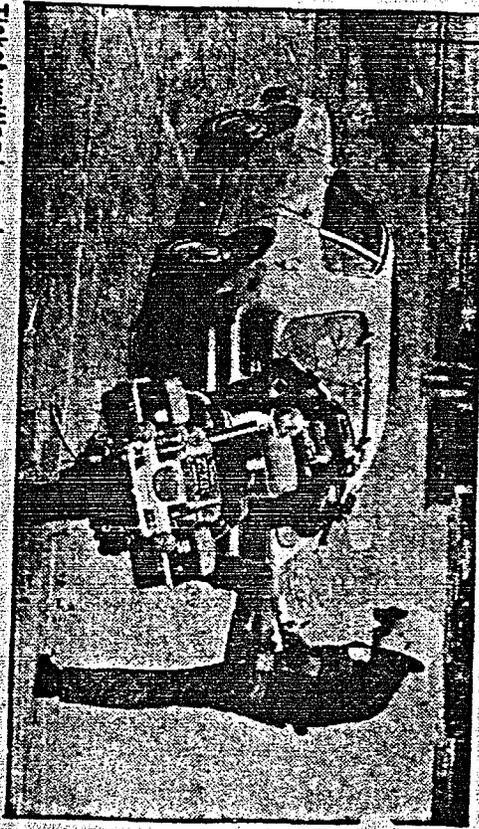
Marvin J. Laninga is Press chief photographer.



The sight of a patrolling motorcycle is not always welcome — especially to those who speed or miss red lights.



Officer Tom Hollobook likes to keep his Harley-Davidson blinding like new.



Ticket-writing is a prime occupation of the bike patrol.

Motorcycle duty is not all glamor and excitement.

