



Mounting and Dismounting

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We (the Dutch guys) are always happy to see when there is a large envelope from the USA, falling down on the floor at the frontdoor. Mail from the USA, IPMBA?

In our BMS course (Basic course Mountainbike Surveillance), we only work with selected police-officers so that we can all start at the same level. And we know at the start what they do and do not know! And, what they can and cannot do on their bikes. We have developed a special program for that selection day. Last year, in Baton Rouge, we were able to tell and show you all about it.

In Part 1, I showed you the correct way to stand beside your bike. Now, I would like to continue to take you all with us, step-by-step, on the road to becoming a professional. The subject this time is mounting and dismounting. To ride, you first have got to get up the saddle! Mounting, as you call it. We call it “opstappen” (try to pronounce that!). Over our years of teaching we have changed the method of stepping onto the bike. At the beginning we did not even pay any attention to it. It was just a small issue, but, if you mount in a wrong way, the small issue may become a very, very, BIG issue!

Mounting starts with a check of where you are, surface, pavement, etc. Mounting correctly is only possible while walking besides your police mountain bike. You build a little bit of speed (almost like running slowly), holding the steerer with both hands for about five steps. Then you “step on” by swinging your right leg over the saddle. The inside of your upper right leg lands on the saddle. This is very important, I think I do not have to tell you why...both feet are no longer on the ground! Your upper body moves to the right so that your buttocks are correctly positioned on the saddle. At the same time, your feet click into your SPD (if you use them). Advantage? You have picked up some speed getting on, and are already several meters away from your client. You are able to look ahead; you do not have to look to parts of your bike while getting on it. Never step onto your bike in front of your client, it can make you an easy target!

Dismounting also starts with the check of where you are and choosing a place to dismount. And dismounting is maybe not as easy as it looks! When you are closing in to the place you want stop and act, use your brakes correctly. Never stop right in front of your client or place you need to “work”. It again makes you the easy target! Click out your right foot, then place your left foot in the 6 o’clock position. Swing your right leg to the left side of your bike while you are standing on the left pedal. You still have some speed! Now, still using your brakes...step with your right leg between your left leg and your police mountain bike, as shown in the photo. Just before stopping, click out your left foot and bend your left leg. Place your right foot on the ground, directly followed by your left foot. Now you have made a safe “touchdown” and you “landed” nicely (we hope). Now walk the last few meters to your client. This with your bike at your right, so it will be between you and your client. You need some practice for this! Advantage? You can see everything that is going on; you don’t need your eyes to dismount. You can observe where you are going and you can observe your client or suspect! After a while you can turn up the speed while stepping off and even use the riding speed starting to run and letting go of your bike. For instance, to run into a building while chasing a suspect. Try to use your front brake more and more, and use the speed of your bike to get a “flying” start! It works. But, be careful and practice this first before using it in your work. Becoming a professional is learning by doing!



I P M B A

I hope we meet again in 2009! Greetings from the Three Musketeers from a wet, wet, wet Netherlands, ride safely! You will hear from us again soon!

Sjef was certified as an IPMBA Instructor in 2006. He and his colleagues, Corne Sprangers and Wout Hoeks, are looking forward to returning to the IPMBA conference in 2009. Sjef can be reached at sjef.brouwers@mw-brabant.politie.nl.

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