



SOUTH EAST POLICE MOTORCYCLE RODEO COMMITTEE

WELCOME

A heartfelt welcome is extended to all participants and guests of the Second Annual South East Police Motorcycle Rodeo. This spin-off of the Mid-Atlantic Police Motorcycle Rodeo uses that event's courses and the rules are almost identical.

The purpose of the Rodeo is to provide an opportunity for motorcycle officers to meet their counterparts from other jurisdictions in a fun filled day of friendly competition, and to promote camaraderie while improving harmonious working relationships among police agencies.

The Rodeo is free to the public and open to all motorcycle officers wishing to compete nationwide. Competition consists of cone courses designed to challenge a rider's skill in safe and precise motorcycle operation. To successfully compete in these courses, a rider must exercise good judgement, precise positioning, and utilize smooth clutch, throttle and brake coordination.

Judging is based on the number of errors a rider makes. All riders start with a score of zero and the rider with the lowest score wins. Ties will be broken by a two step run-off with the winner being determined by the judges, based on the amount of errors and final times in the run-off.

I would like to thank those who helped make this Rodeo happen. A special thanks goes out to Mike Deruytter/Harley-Davidson of Fort Lauderdale for providing the committee a place to hold our many meetings in planning this event and for his generous donation of the trophies; to Harley-Davidson Motor Company, Inc. for donating the 883 Sportster being raffled at the Rodeo; to The Blue Knights M.C. for judging the Rodeo; and to all the members of the committee and their families who worked so unselfishly towards this end.

To all Rodeo participants — GOOD LUCK!!!!

Dave Johnson Committee President

SPECIAL THANKS to 2nd Annual South East Police Motorcycle Rodeo Committee

South East Police Motorcycle Rodeo Committee

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1990 RODEO TROPHY WINNERS

OVERALL INDIVIDUAL RIDER

FIRST PLACE — KERRY HARDISON SECOND PLACE — TOM LECHNER THIRD PLACE — DAVE JOHNSON FOURTH PLACE — MITCH VAN SANT FIFTH PLACE — JIM POLAN FORT LAUDERDALE P.D. MONTGOMERY COUNTY, MD. P.D. FORT LAUDERDALE P.D. FORT LAUDERDALE P.D. FORT LAUDERDALE P.D.

OVERALL TEAM

FIRST PLACE — FORT LAUDERDALE POLICE DEPARTMENT SECOND PLACE — BROWARD COUNTY SHERIFF'S OFFICE THIRD PLACE — MONTGOMERY COUNTY, MD., POLICE DEPARTMENT FOURTH PLACE — METROPOLITAN WASHINGTON, D.C. POLICE DEPARTMENT FIFTH PLACE — UNITED STATES PARK POLICE

TEAM SLOW RIDE

FIRST PLACE — FORT LAUDERDALE POLICE DEPARTMENT (A) SECOND PLACE — MONTGOMERY COUNTY, MD. POLICE DEPARTMENT (ONE) THIRD PLACE — FORT LAUDERDALE POLICE (B) FOURTH PLACE — BROWARD COUNTY SHERIFF'S OFFICE (A) FIFTH PLACE — FORT LAUDERDALE POLICE DEPARTMENT (C)

DIVISION ONE

FIRST PLACE — WILLIS BLANKENSHIP	
SECOND PLACE — ROBERT SABATINO	
THIRD PLACE — RUSSELL MELVIN	

DIVISION TWO

FIRST PLACE — TOM LECHNER SECOND PLACE — LOUIS STAVELY THIRD PLACE — GREG FORD

DIVISION THREE

FIRST PLACE — ANTHONY SHARPSTEEN SECOND PLACE — JOE VALIENTE THIRD PLACE — MIKE MARKER

DIVISION FOUR

FIRST PLACE — JERRY DELANE SECOND PLACE — MICHAEL DOUGLAS THIRD PLACE — JACK WILLIAMS

DIVISION FIVE

FIRST PLACE — KERRY HARDISON SECOND PLACE — DAVE JOHNSON THIRD PLACE — MITCH VAN SANT

DIVISION SIX

FIRST PLACE — STEVE RHODES SECOND PLACE — BEN BOUNDS THIRD PLACE — TERRY HANSTEIN FAIRFAX COUNTY VA. P.D. NORTH MIAMI BEACH P.D. WICHITA FALLS TX. P.D.

MONTGOMERY COUNTY, MD. P.D. MONTGOMERY COUNTY, MD. P.D. UNITED STATES PARKS POLICE

MIAMI POLICE DEPATMENT NEW ORLEANS, LA. P.D. POMPANO BEACH P.D.

UNITED STATES PARKS POLICE METROPOLITAN WASHINGTON, D.C. P.D. UNITED STATES PARKS POLICE

FORT LAUDERDALE POLICE DEPARTMENT FORT LAUDERDALE POLICE DEPARTMENT FORT LAUDERDALE POLICE DEPARTMENT

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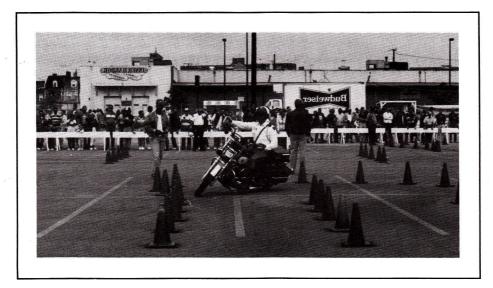
RODEO RULES

I. General Rules

- a. Competition shall be open to all full-time law enforcement officers who are assigned to a police motorcycle unit.
- b. Riders must compete on a police motorcycle of at least 1000 CC's that is equipped in the normal deployment configuration.
- c. Riders must compete wearing the appropriate uniform normally worn on duty.
- d. All riders must wear a helmet, properly fastened while on the courses.
- e. Prior to entering an event, a rider or team will be allowed five minutes to repair or replace a motorcycle that is malfunctioning. Once the rider or team has begun an event, no excuses for a breakdown will be allowed.

II. Individual Competition

- a. 1st through 5th places will receive a trophy.
- b. The object of the competition is to not receive any penalty points. The rider will begin with a score of ZERO.
- c. Penalty points are assessed as follows:
 - 1 POINT Touch a cone
 - 2 POINTS Knock down a cone
 - 2 POINTS Put a foot down
 - 5 POINTS Drop the motorcycle
 - **5 POINTS** Fail to complete a course (includes not following the path of travel as required)
 - 5 POINTS Running out of a course (when the front AND the rear wheels cross the imaginary line between the center points of the two adjacent cones where the motorcycle would not normally enter or exit a course)
- d. A maximum of five (5) penalty points is all a rider can be assessed in any one course. If the penalty points exceed the five point maximum, the rider is then disqualified from that particular course and must go on to the next one.
- e. Riders will be required to make two untimed runs through the five courses. The total score will be counted for the final placement in the competition.
- f. Course Dimension: Due to the different types of motorcycles deployed by the various departments, various course sizes will be established as needed.
- g. *Ties:* A tie is considered to be two or more riders with two perfect runs. All ties for first through fifth place will be broken in the following manner.
 - 1. *PHASE I*: A timed run will be made through all five courses with the object being to complete the run AS FAST AS POSSIBLE with as few mistakes as possible. During the timed event, penalty points will be assessed as described in section II:C. Only those riders who complete Phase I with a score of ZERO will be permitted to continue on to Phase II of the tie-breaker.
 - 2. PHASE II: A timed run will be made through the "NO-NAME" course with the object being



to complete the course AS SLOW AS POSSIBLE with as few mistakes as possible. During Phase II, penalty points will be assessed as follows:

- **1 POINT** Touch a cone
- 2 POINTS Knock down a cone
- **5 POINTS & STOPPING RIDERS TIME** Rider puts foot down, drops the motor cycle, fails to complete or runs out of the course.
- 3. *PHASE III*: The total time from Phase I is subtracted from the total time in Phase II. This result will be the final placement of the competitors.

III. Team Competition

- a. 1st through 5th places will receive trophies.
- b. A team will consist of the four best scores taken from the untimed individual competition for each department.
- c. All four scores are added together and the lowest total score will be awarded FIRST PLACE. The next lowest total score will be awarded SECOND PLACE, etc.
- d. *Ties:* All ties will be broken by adding the tying team's fifth place finisher to the total scores. If there is still a tie, the sixth place finisher's score will be added, etc., until the tie is broken. In the event a small agency runs out of competitors in the tie-breaker process (i.e., no 5th place rider), the larger agency will be declared the winner.

IV. Slow Ride Team Competition

- a. 1st through 5th places will receive trophies.
- b. The object of the competition is for four riders to travel down a 50-foot-long, 8 feet-wide path as slowly as possible without leaving the course, putting a foot down, or dropping the motorcycle. The slowest combined times of all four riders from any one team will determine the winner. The next slowest combined times will be considered second, etc.
- c. Riders #1 and #3 begin at one end of the lane with riders #2 and #4 beginning at the other end of the same lane.
- d. At the judges command, rider #1 raises his/her foot and begins down the lane as slowly as possible.
- e. When rider #1's front axle is about to exit the lane, rider #2 must raise his/her foot, enter the lane and proceed to the other end with his/her front axle entering the lane before rider #1's front axle crosses the exit line.
- f. Riders #3 and #4 proceed as listed in "d" and "e" above.
- g. The judge will stop AND record the time for the TEAM when:
 - (1) Rider #4's REAR axle crosses the exit line.
 - (2) ANY rider puts a foot down.

- (3) ANY rider touches the side lines.
- (4) ANY rider fails to enter the lane on time.
- (5) ANY rider drops the motorcycle.
- h. Agencies may enter as many teams as they wish. However, an individual may only ride on one team.
- i. A rider may compete in this event without having competed in the other events. All other rules, however, still apply.

V. Division Competition

- a. 1st through 3rd places in each of the five divisions receive trophies.
- b. *Ties:* All riders in each division who are tied after completion of the two untimed runs and have no penalty points will enter the tie-breaker as described in section II: g: 1, 2, and 3 of these official rules.
- c. Should only one rider in a division complete two perfect runs, that rider will be considered the winner of that division, with the rider having the least number of penalty points winning second, etc.
- d. Should no riders in a division complete two perfect runs but one rider has less penalty points than anyone else in that division, that rider will be considered the winner and the rider with the next lowest number of penalty points winning second, etc.
- e. If more than one rider has the same number of penalty points and is tied for 1st, 2nd, or 3rd place of that division, then the Phase I tie-breaker will be run as described in section III g: 1 of these official rules. If a tie still exists for one of the three places, then the Phase II tie-breaker as described in section II: g: 2 and 3 of these official rules will be run.
- f. The five divisions will be as follows:

Division I — Kawasaki.

Division II — Harley-Davidson FLH.

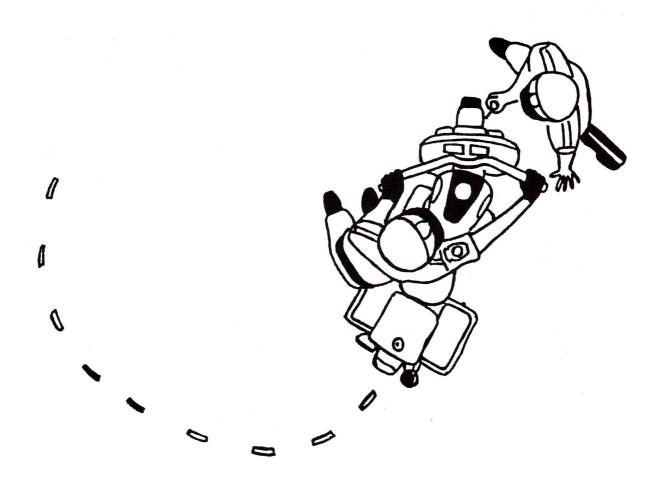
Division III — Harley-Davidson FLHTP.

Division IV — Harley-Davidson FXRP with fairings.

- Division V Harley-Davidson FXRP with windshields only.
- g. Any judge or other competitor may contest the division into which a particular motorcycle has been placed. A contested competitor's final status will then be determined by a combined decision of the Head Judge and the President of the Rodeo Committee.



COURSE DESCRIPTION

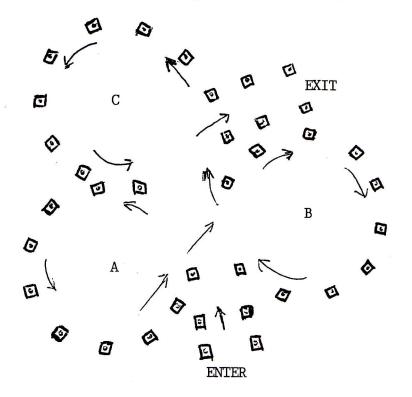


COURSE DESCRIPTION

The Rodeo is comprised of five seperate cone courses designed to test a rider's skill. The courses test a rider's ability to make sharp tight turns, tight circles to the right and left, weaving through cones using proper speed and body lean, and maintaining ballance and overall control in limited areas. Precise use and coordination of the clutch, throttle, and brakes are necessary to successfully complete the course.

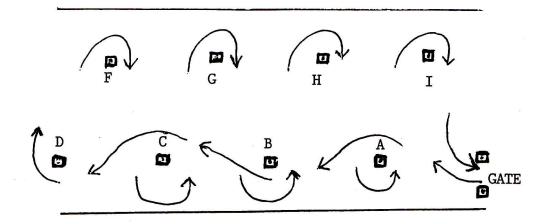
THE CLOVERLEAF

The rider enters circle 'A' making a slow left turn in a limited area, then continues into circle 'B' making a slow right turn. Coming out of circle 'B'. the rider then enters circle 'C' making a slow left turn, then exits.



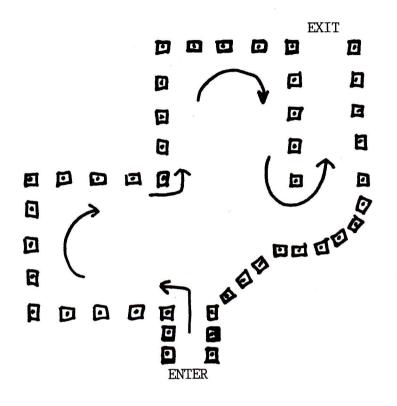
OFFSET SERPENTINE

Keeping within the boundaries at all times, the rider enters the gate and weaves through cones A, B, C, and D. Passing cone D, the rider turns right making a right u-turn past cone F, a left u-turn past cone C, a right u-turn past cone G, a left u-turn past cone B, a right u-turn past cone H, a left u-turn past cone A, a right u-turn past cone I and exits through the gate.



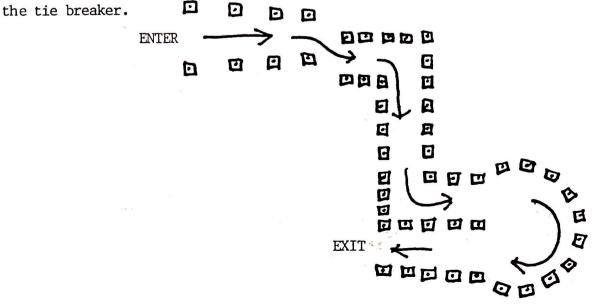
INTERSECTION

The rider enters the intersection making a slow 90 degree turn to the left, then a u-turn to the right in a limited area, another 90 degree turn to the left, one more u-turn to the right, and exits the course with a locked wheel u-turn to the left.



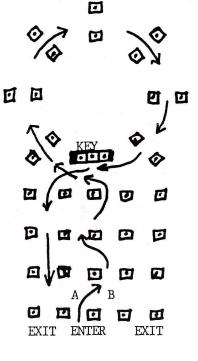
THE NO NAME

The rider enters a long narrow chute, then has to ride through an offset lane and make a sharp 90 degree right turn, followed by a 90 degree left turn into a tight circle to the right and out the exit. This course is also used for phase two of



THE NATIONAL COMPETITION COURSE

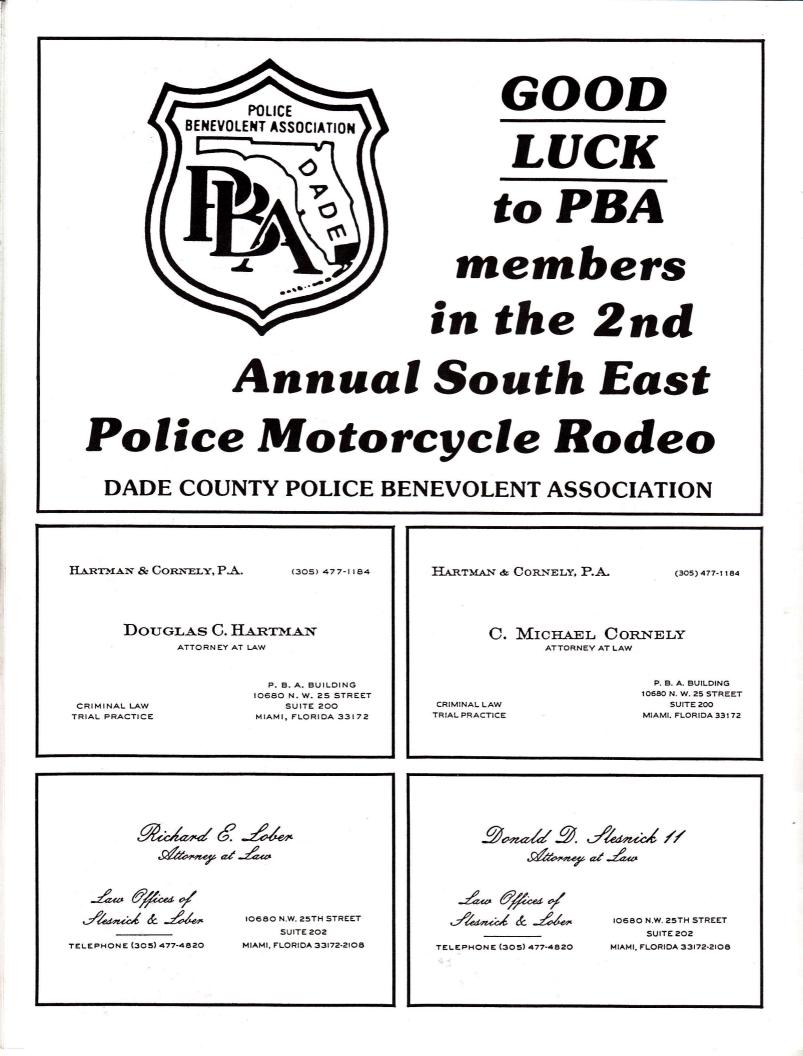
The rider enters the course and weaves around the center row of cones making a sharp turn into the circle at the top of the course. The rider follows the circle passing beneath the key cones making a sharp slow turn into the outside exit lane. Starting in lane (B) will bring the rider out through the right hand exit as opposed to the left as illustrated.



PARTICIPATING DEPARTMENTS

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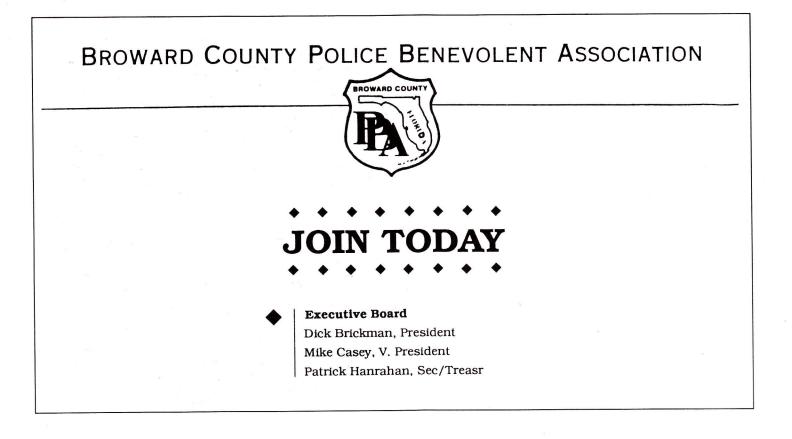
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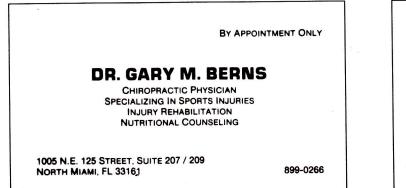


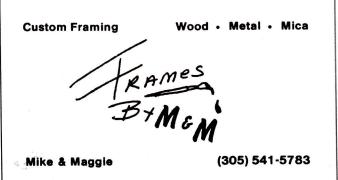


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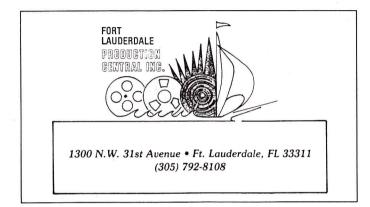
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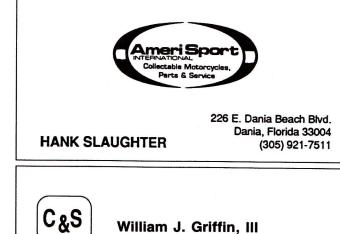


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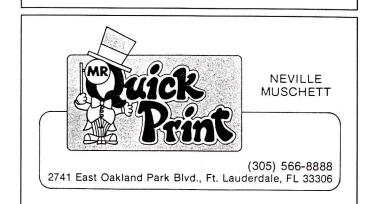
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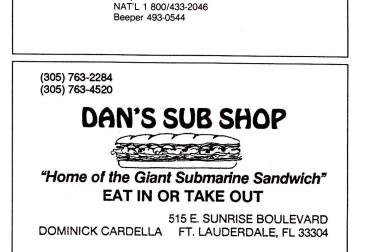
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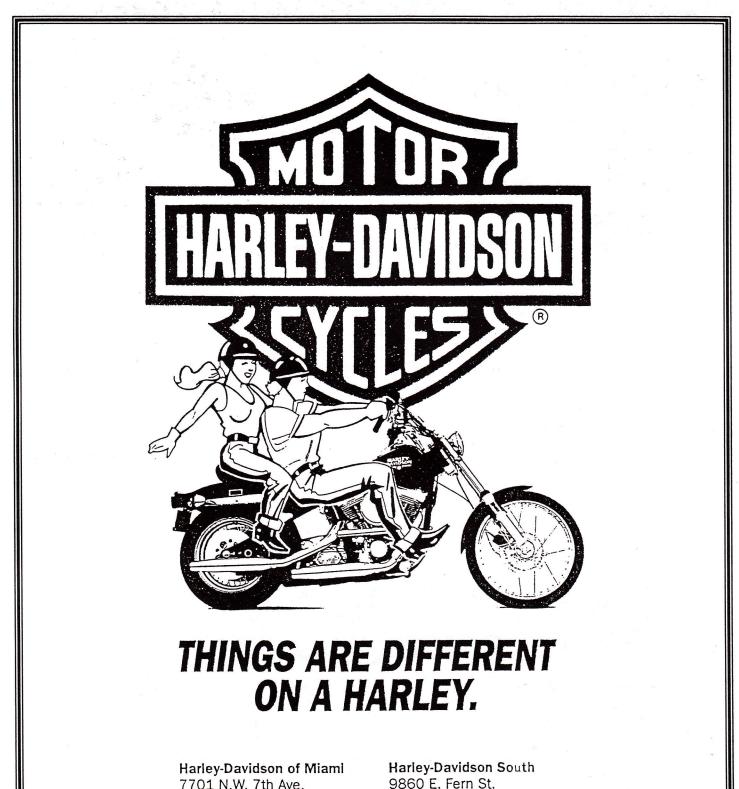
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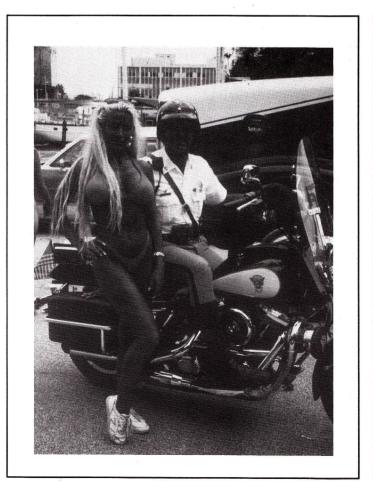


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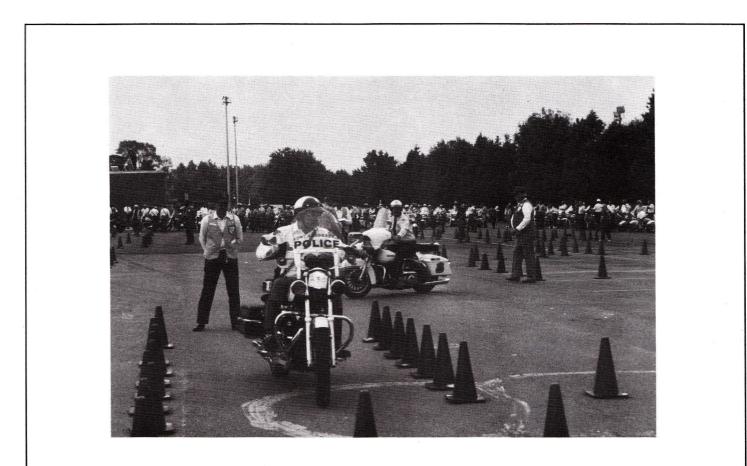
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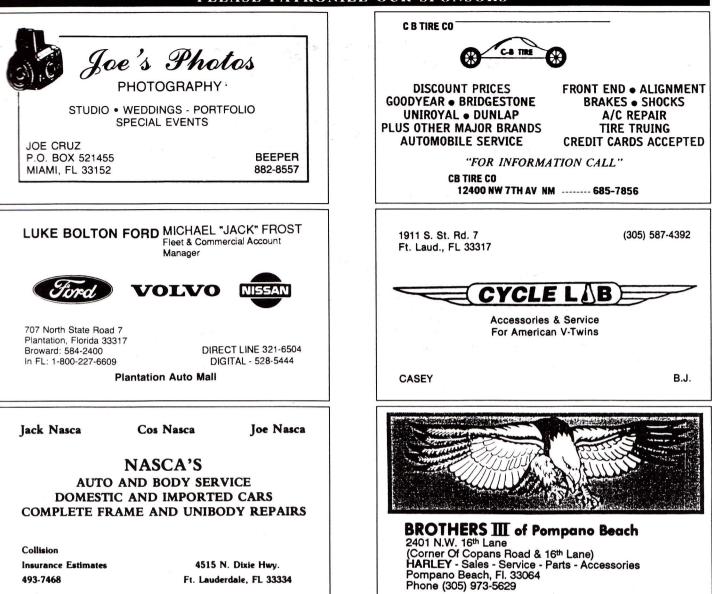
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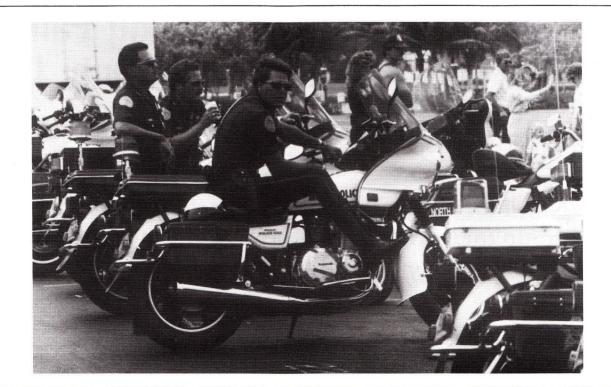
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Jerry Mike Charlie Harris

Joe
Tom
Pete



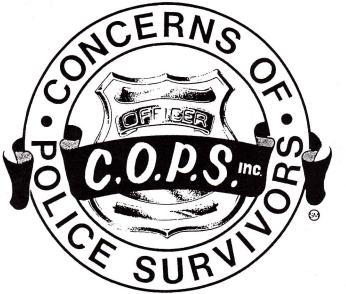




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Congratulations and Good Luck to Harley-Davidson Motorcycles and the 2nd Annual South East Police Motorcycle Rodeo



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