

2021 Training Event Rules

Goal

- The object of this competitive training event is to make two runs through carefully selected obstacles. Evasive maneuvers, corner manipulation, emergency braking, directional change in confined space, matched with self-induced stress to create positive learning trends for each motor officer.

Begin Course

- Random order / Selection will be determined prior to beginning course runs on Friday June 18, 2021.
- Motors will be divided in to divisions / Expert / Advanced / Motor Officer / Open / 1st thru 3rd / Top Gun will be awarded. **Divisions subject to change by participation numbers.**
- **ALL MOTORS WILL BE USED AS FULLY OPERATIONAL POLICE MOTORS / POLICE MOTOR EQUIVALENT! NO ALTERATIONS OR MODIFICATIONS ALLOWED, WHICH WOULD INCREASE MOTOR PERFORMANCE!!**
- Course(s) will be completed at least two times at a minimum / each run will be counted and used for total point accumulation, penalty points will be converted to seconds, one point will equal one second. Total point accumulation will be used in determining TOP GUN.
- **JUST BECAUSE YOU HAVE THE FASTEST TIME DOES NOT GUARANTEE TOP GUN! PENALTIES WILL BE ASSESSED FOR EACH INFRACTION.**

Penalty factors

Cone down / reset of cone out of its original placement 2 seconds

Bike down / continual clock. The motor must be placed on the side stand, handle bars full lock to the left and mounted from the high side.

Foot down / 3 second (1 penalty for each event). NO DOUBLE PENALTIES FOR DOUBLE AND TRIPLE TAPS, ie backing up the motor)

Off course / 2 second (Contact patch outside barrier)

Out of course (breach of boundary by front tire or more). The rider must exit the course and then re-enter where the infraction occurred. Continual clock.

Combinations infractions will be categorized as such, but not limited to:

- Bike down / Cones down = continual clock, proper mounting of motor as discussed earlier.
- Cones down / out of course = re-enter course where you left, continual clock.
- Cones down / foot down = a 5 second penalty (Multiple cones will count as one cone if a boundary breach occurs).
- Three cones down when leaving a gate, or in a maneuver, and not breaching the boundary of the course, 6 seconds.

Scoring system

Scoring will be properly adjusted to reflect the amount of time taken to Start the course and coming to a complete stop at the end of the course. For example, the participant finished the course in 2:00:00 (sec), with zero infractions. His / Her scoring will be 2:00:00 (sec), until he/she begins the second run. At the end of run #2, the participant has a second clean run of 2:03:18 (sec). This will take the accumulative score of 4:03:18 (sec).

Second participant completes the course in 1:58:30 (sec), however, three cones were either knocked down (not in succession with an out of course penalty). This set of infractions would result in an addition of 6 seconds to the overall time. Adjusted time will now be 2:04:30

Participant three starts the course and drops the motor in the obstacle and knocks down or displaces a total of 4 (four) cones in this exercise. This will be a continual clock with the addition of 2 points. Participant three enters a later obstacle (same run) and knocks over three cones, without leaving the course. This will add a total of 8 seconds to his/her final timed run. *(Continual clock for the bike down, 2-point penalty for multiple cones during bike drop. Three more cones knocked down or displaced equals three additional 2 penalty point for a total of 6 points and a combined penalty of 8 points plus the continual clock.)*

Elimination Box - Riders will be chosen at random order by a hat draw. The two riders' position will be determined by the order of the random draw from the hat or bucket. 90 second time limit, and time starts as soon as the second rider's front tire (lead edge) crosses the gate cones. If after 90 seconds, there is no Knock-Out, the second rider will eliminate the lead rider. In the event of an odd number of riders, the top rider will be allowed one bye or to pass to the next top rider. Each rider will only receive one bye per event.

The winner will remain in challenge until Knocked-Out or becomes the winner. During the Knock-Out round, riders will be eliminated if: a foot contacts the ground, a cone is **TOUCHED**, contact with the other participant (front tire to rear bumper), a rider uses the side-stand for support during any point, leaves the course, or 90 seconds expires.

Last Man Standing - (Optional) Groups of 5 riders will enter the box every 20 seconds until all participants are in the box. The box will have obstacles (cones) placed throughout the box. Once a rider has been eliminated, the rider will become an obstacle on the course. Elimination can be by hitting a cone, dropping the motor, putting a foot down or leaving the course (boundary breach).

Team Riding -(Optional) Partners will be chosen by each rider. It is not mandated the team be from the same department. Teams will maneuver the obstacle attached by a tether, approximately 36 inches in length. Teams will be eliminated if either rider puts a foot down, either rider touches a barrier, or causes the tether to detach; separate or come off one of the motors. This is strictly a timed event and is a winner take all.

Course Judging Guidelines

- The object of the training is for participants to properly demonstrate their skills by having the fastest time in the event, maintain control of the motor and avoid penalty points, if possible.
- If multiple Motors have exact times, (to the hundredth second) the tie breaker will be determined by the Head Judge and will only be displayed if needed.
- Competitors must compete on a police motorcycle / police equivalent motorcycle of at least 998cc's. All safety factors of the motor must be fully operational, according to the manufactures warranty and recommendations. **If the motor is equipped with ABS, the ABS must be fully functioning, removing fuses from the fuse panel (2013 Harley and older) will not be accepted and the motor will be disqualified from competitive training until the issue is resolved. This also applies to any and all metric motors (Honda - BMW - Kawasaki)! All safety precautions must be in proper order, this includes all automatic kill switches, ie if the side spring becomes separated and the side stand falls and the motor fails to disengage. This does not prevent a rider from securing the**

side stand with a small zip-tie, belt keeper, or magnet, to prevent this function. It only states this function shall not be bypassed.

- Each competitor must use the same motorcycle throughout the competitive training course as resembles the type of unit they have qualified on or became certified on; exceptions may be made on a case by case basis.

Attire

- Competitors must wear their department's normal motor officer uniform or tactical BDU uniform (BDU for Open Division), ballistic vests may be worn at the discretion of the participant. Course familiarization may be completed in BDU type or civilian attire, (BE PROFESSIONAL IN THE CHOICE OF CLOTHING)
- Saturday will be the only day requiring departmental uniforms or Polo-Style shirt, Friday will be an optional attire for the beginning of course runs.
- Proper protective gear must be used while on the course. This includes proper protective over the ankle footwear, helmet and eye protection.

Motor Failure

- In the event of a mechanical failure, the rider may be permitted one (1) re-run, at the discretion of the Head Judge and / or Board.
- Mechanical failure includes, but is not limited to, a tire goes down, drive train issues, brake malfunction, cabling issues, or any other major operating component of the motor.
- **Mechanical failures DO NOT INCLUDE, loose saddle bags, loose mirrors, jiffy stand spring, or other minor similar issues.** In those cases, a rider may stop and address the issue at their discretion. If a competitor elects to address the issue during a timed event, appropriate penalties will be applied and computed for a final time, (continual clock).
- All mechanical issues must be resolved in a reasonable amount of time. Training will not be delayed for offsite repairs. If the motor must be taken off site, the motor officer is eliminated from all prize competition.

Division(s)

*Division may be different. Participation will dictate the number of Divisions.

- **Motors will pre-register or verbally communicate their appropriate division.** The competitive training event will be divided into four divisions, each separated depending on motor participation. **Expert** = Placed as the top (#1) of any previous competitive training event(s) (**within Expert or Advanced Division**), or has been awarded Top Gun in at least one previous event. Expert criteria can be determined by information gained by Judges during training. **Advanced** = Placed in any advanced training session as the top (#1) (**Motor Officer or Novice Division**), or holds the title of [*Police Motorcycle Instructor*]. **Motor Officer** = all commissioned officers who have not made it to the top three of any Division. **Open** = retired police / former motor officers riding a police equivalent motorcycle, or motor officer riding a “non-department” issued motorcycle. The “Open Division” must have at least three participants to be a division. If there are not three participants, the Open Division Riders will be placed on the above criteria. **ALTHOUGH ALL ARE COMPETING FOR TOP GUN!**
- Each division will have awards for 1st thru 3rd
TOP GUN will be awarded to the top rider, who demonstrates superb abilities throughout the entire event.
- Ties will be handled as discussed earlier and decided by the Head Judge.

All Judges have been chosen to deter any favoritism. Questions from the panel of Judges will be brought to the Head Judge for a final ruling. The Head Judge has the final say on all points or arguments presented during the training event. All appeals must be made within 15 minutes of the appealing riders last run, or prior to course tear down.