

2018 Training Event Rules

Goal

- The object of this competitive training event is to make two / three timed runs through eighteen carefully selected obstacles. Evasive maneuvers, corner manipulation, emergency braking, matched with self-induced stress will create positive learning trends for each motor officer.

Begin Course

- Random order / Selection will be determined on June 15th.
- Motors will be divided in to divisions / Expert / Novice / Open / 1st thru 3rd / Top Gun & Slow Ride Champion
- **ALL MOTORS WILL BE USED AS FULLY OPERATIONAL POLICE MOTORS / POLICE MOTOR EQUIVALENT! NO ALTERATIONS OR MODIFICATIONS ALLOWED!!**
- Course will be ran at least two times / each run will be counted and used for total point accumulation, penalty points will be converted to seconds. 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 touch (reset) or ball down / 1 second

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

Off course / 1 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 2 second penalty (Multiple cones will count as one cone if a boundary breach occurs).
- Three cones down when leaving a gate and not breaching the boundary of the course, 3 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) or had to be reset. This set of infractions would result in an addition of 3 seconds to the overall time. Adjusted time will now be 2:01:30

Participant three starts the course and drops the motor in the Spear-Head and knocks down, or displaces a total of 4 (four) cones in this exercise. This will be a continual clock with the addition of only 1 point. Participant three enters the Cajun-Craze and knocks over three cones, without leaving the course. This will add a total of 3 (three) seconds to his/her final timed run.

Knock out Rounds - Riders will be chosen at random order, first name/number drawn will be the first rider. 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.

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.

Seconds will be added to the overall time of each participant, equaling the position the participant was eliminated. If there are 30 riders and you are the first to be eliminated, you will have an additional 30 seconds added to your overall time, and so on all the way down to the final rider. The winner will have “Zero” seconds added to his/her final time.

Last Man Standing - 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).

Slow-Ride- Control the motor at the slowest possible speed from start to finish. Putting your foot down, touching cones, leaving the course & resting on the side stand will be elimination infractions.

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)!**
- 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)

- 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.
- All mechanical issues must be resolved in a reasonable amount of time. Training will not be delayed for offsite repairs. If the motor has to be taken off site, the motor officer is eliminated from all prize competition.

Division(s)

- The competitive training event will be divided into three divisions, each separated depending on motor participation. Expert = Placed in the top three of any previous competitive training event. Novice = all new participants who have never competed in competitive training, or who have never finished in the top three. Open = all commissioned officers / retired police officers riding a police equivalent motorcycle. Riders from the Expert or Novice Division can challenge a rider in the Open Division, however, if Expert or Novice challenges and finished in the top three, he/she must forfeit the original prize to compete in the Open Division. **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. All total accumulations of points gathered in the challenge course will be assessed to determine **TOP GUN!**
- 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 prior to the next rider beginning his/her run.