

Midwest Police Motorcycle Training Challenge and Safety Seminar

Divisions- Police Expert /Police Expert Sport Bike/ Police Expert Retired / Civilian Expert / Civilian Expert Senior (55 and Over)/ Civilian Novice/ Vintage Motorcycle

Police Division- All persons employed full time as police motor officers (must compete in police division)

Police Retired- All retired police motor officers (must be retired and receiving full retirement benefits) must provide retirement ID and or badge.

Civilian Division- All persons with the exception of police motor officers (active or retired)

Vintage Motorcycle- Any competitor riding a motorcycle that is 2008 or older. This division is NOT eligible for Top Rider.

All persons who enter the competition must be at least eighteen years of age, and have a current valid driver and motorcycle license. NO EXCEPTIONS. Competitors who are 55 or older are NOT required to enter the 55 or older division.

Motorcycle Requirements

Police Division/Retired Police- All motorcycles used for competition in this division must be designated by its manufacturer as a police motorcycle. The motorcycle must be a 2009 or newer and must not be altered in any way that changes the overall length or width of the motorcycle including the accessories that are considered standard equipment, i.e. engine and bag guards. Tires must be within two pounds high or low of the motorcycle manufacturers PSI recommendation. Fork stops must be in place as delivered from the manufacturer. They CANNOT be altered in any way. Side stands must be in place and working as delivered from the manufacturer. The motorcycle must be a minimum of 1300cc and weigh a minimum of 700 pounds as delivered by the manufacturer.

Police Expert Sport Bike Division- All of the requirements for police motorcycles listed above will apply to police sport bikes with the exception of minimum cc and weight. These two items will be the minimum cc and weight as delivered for police use.

Civilian Division- Expert Class / Expert 55 and over- Motorcycles must be a 2009 or newer and must not be altered in any way that changes the overall length or width of the motorcycle including the accessories that are considered standard equipment, i.e. engine and bag guards. Tires must be within two pounds high or low of the motorcycle manufacturers PSI recommendation. Fork stops must be in place as delivered from the manufacturer. They CANNOT be altered in any way. Side stands must be in place and working as delivered from the manufacturer. The motorcycle must be a minimum of

1200 cc and weigh a minimum of 700 pounds as delivered by the manufacturer.

Vintage Motorcycle Division- Motorcycles must be 2008 or older and must not be altered in any fashion that reduces the length, width or wheel base. The fork stops must not be altered in any way. They must be a minimum of 800 cc and weigh a minimum of 550 pounds as delivered by the manufacturer.

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Civilian Division- Novice Class- All motorcycles must meet the requirements as specified in the Civilian Division Expert Class with the exception of the cc and weight which will be a minimum of 500cc and 550 pounds for the novice class.

All motorcycles (including police motors) must be licensed, fully insured, intended for street riding only and legal for use on the street. All motorcycles MUST be in good working condition and are subject to safety inspection by any member of the Rules Committee. No off road motorcycles, enduro or stunt type motorcycles of any kind are allowed. NO EXCEPTIONS

Events

Police Division- 1) Main- 2) Challenge 3) Slow ride 4) Last man standing 5) Team relay

Civilian Expert Division- 1) Main 2) Challenge 3) Slow ride 4) Last man standing 5) Team relay

Civilian Novice Division- 1) Main 2) Challenge 3) Slow ride 4) Last man standing 5) Team relay

Vintage Motorcycle Division- 1) Main 2) Challenge 3) Slow Ride 4) Last Man Standing 5) Team relay

Scoring

Police Division- 1) Main- The main event is un-timed (except for a tie breaker). Each rider will start the main with 100 points. Faults will be deducted from the riders 100 points as follows; cone touch -1 point, cone down -2 points, foot down -2 points, push back - 5 points, drop motor -DQ, course not completed -DQ, out of pattern-DQ. There are five courses in both the expert class and the novice class. To qualify for top rider, each course in the main event must be completed.

2) Challenge- The challenge is a timed event. There is no practice allowed prior to a rider competing in this event. The scoring is the riders raw time plus faults added to the raw time in increments of seconds as follows; 1) cone touch +10 seconds 2) cone or foot down +20 seconds 3) push back + 25 seconds 4) drop motor +30 seconds) missed path of travel + 45 seconds 5) missed exercise + 60 seconds.

3) Slow Ride- The slow ride is a timed event. Each rider will have one attempt. The riders time starts when his/her motorcycles front end breaks the plane of the starting line and ends when the rider puts a foot down, touches a cone or the rear of the riders motorcycle breaks the plane of the finish line. The slowest time wins

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4) Last Man Standing- This event is between two riders within a closed course. Each rider tries to eliminate the other rider by making him/her put a foot down, touch a cone, drop their motor or drive out of the exercise. Riders must engage within one minute after time starts or both are disqualified. There is NO ramming or touching of the opponents motor or person allowed. Violators will be disqualified from the Last Man Standing and may be disqualified from the entire competition. This event is for charity. Riders get one entry with registration and are allowed four additional buy ins for \$10.00 each. There are NO buys in from the semi-final round and moving forward. This event has one trophy for 1st place but has NO impact on the Top Rider trophy in either division. This is a combined event and is scored the same for both Police and Civilian Divisions.

5) Team relay (four riders) - This event is timed with the same penalty values as applied in the Challenge. Each member of the team will ride the course one at a time in the order selected by the team. The total adjusted time of the four riders will determine the team's position. \$5 per rider, proceeds to charity. The teams will be selected by Midwest instructors.

Police and Civilian riders will have three hours to complete the main, the challenge and the slow ride once the competition has started. These three events will determine the Top Rider in both the police and civilian divisions.

Awards for 1st, 2nd and 3rd place will be awarded for the main, challenge, slow ride and team relay in the Police Expert /Retired, Civilian Expert / 55 and older and Civilian Novice classes.

Civilian Division- 1) Main- Scoring for the civilian division is done the same as is done for the Police Division. 2) Slow Ride- Scoring for the civilian division is done the same as is done for the Police Division. 3) Challenge- Scoring is done the same as is done for the Police Division.

Tie Breakers- In the case of a tie in the main event between two or more riders, trophy position will be decided by a timed run off in the main. The sequence of the courses for the run-off will be determined by the Rules Committee. Each rider involved in the run-off will ride the main one at a time. This run will be timed and scored with the same penalty values as used in the challenge. If a rider misses any exercise, or fails to follow the correct path of travel during the run off, the rider will be disqualified. Award position will be determined by the fastest adjusted time. In the event there are only two riders tied for 1st place, 3rd place will be decided by the next highest score among the remaining riders. Any ties from 3rd place down are decided by the riders slow time position.

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Top Rider Scoring- Police Division / Retired and Civilian Expert /55 and older Divisions- Main event- 45%- Challenge-40% Slow Ride- 15%

Top Rider Scoring- Civilian Novice Division- Main event- 45% Challenge- 40% Slow Ride- 15%

Disputes- Any and all disputes must be directed to the Rules Committee. Any rider having a dispute will notify the head judge of the exercise or event immediately upon the rider completing that exercise or event. The head judge will immediately notify a member of the Rules Committee. The Rules Committee will then meet with all parties involved in an attempt to resolve the dispute. ALL decisions of the Rules Committee are final.

Conduct- All competitors are expected to exhibit the highest level of good sportsmanship at this event. This applies during the actual competition, practice or while watching others ride. The use of alcohol or any other controlled substance by competitors while on the premises of this event during hours of operation is strictly prohibited. Any competitor, who violates this rule, WILL BE DISQUALIFIED from participation in this event. If you consume an alcoholic beverage, DO NOT RETURN to the competition site and ride!

This does not apply to a competitor who is taking a prescription drug under the direct supervision of a doctor, provided the user of such drug is NOT prohibited from driving or operating machinery while taking the drug.

Once the competition site is closed for the day, local laws regarding use of alcohol in public will take effect.

Any competitor who operates his or her motorcycle in a careless or reckless manner will be ejected from the site and disqualified from the competition. This includes but is not limited to burn outs, speeding, skidding, standing on the seat while moving, riding side saddle etc. This does not apply to riders who are giving an approved demonstration for safety and educational purposes.

Entry fees and buy-ins are NON- REFUNDABLE!

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Competitors CANNOT change Divisions once he/she has submitted his/her entry form and registration fee. There are NO exceptions so be sure you are entering the division you are comfortable in. All competitors who are motorcycle instructors MUST compete in the Expert Division for which they are qualified.