

The Host Agency Motorcycle Training Unit has compiled a two day In-Service Police Motorcycle Rider Lesson Plan, which includes basic police motorcycle rider skills and a combined skills oriented event and competition.

The focus of this training is to give the rider an opportunity to hone perishable skills learned while in a controlled environment. The second portion of the training is to provide the rider with an opportunity to participate in a "skills oriented" competition. This will allow the rider to evaluate his/her riding competency level under controlled yet stressful conditions.

Motorcycle training has inherent physical dangers. This training will be conducted with the highest regard for personal integrity and genuine concern for the riders' welfare. Rider safety is of critical importance and every effort will be made to provide a safe and secure environment for training.

A. Rules Committee

1. A Rules Committee will be established to settle all disputes that cannot be settled at the judge's level. All decisions of the Rules Committee are final.
2. The Rules Committee will be selected in the following manner:
 - a. At least five members from the qualified entrants will be chosen by the Competition Director to serve on the Committee.
 - b. The chairman of the Committee will be the Competition Director (Hosting Agency Motor Training Supervisor).
3. All questions submitted to the Committee shall be discussed and put to a vote at the direction of the chairman.
 - a. The chairman will not have a vote in the dispute but may offer solutions to be considered.
 - b. Majority vote rules.

B. Course General Rules

1. All riding participants must be members of a Law Enforcement Agency. Riders must be currently certified on the police motorcycle.
2. All riding participants must complete an application & waiver prior to riding in the event.
3. **Riding participants may only compete in one division, on one make/model of motorcycle. (One division for all events.)**
4. Motorcycles used by riders must be of the type (make/model) used during their normal course of police motorcycle duties. **Modifications for the purpose of competition will result in participant disqualified from competing!**
5. All motorcycles must meet the requirements as to the function and safety recommendations by the manufacturer and/or the riders' agency.
6. Safety inspections should be conducted on the morning of the event prior to riding on the course.
7. Riders are responsible for maintenance and repairs of their own equipment. Should the rider experience an unexpected problem he/she will be allowed an opportunity to make necessary repairs and continue participation. Riding order may be altered if necessary.
8. Motorcycle helmets with chinstraps secured, safety glasses and gloves shall be worn at all times while the motorcycle is in operation.
9. Riding participants must be in uniform and may wear the training/utility uniform, including duty leather, of their respective agency during competition. Appropriate sport shirts with agency logo may be worn on practice day, Friday. Civilian clothes are not allowed.
10. When riders are training on the "combined skills course", all other vehicles will not be driven through or across any active drill by either instructors or riders.
11. Any person(s) injured shall immediately report the incident to event staff.
12. All riders must follow the instructions of the competition director, event coordinator or staff member at all times.

C. Awards

1. Due to the different performance characteristics of manufacturers' police motorcycles, competitors will be divided into multiple divisions as follows:

Division "A"	Kawasaki Police Motorcycle	Division "D"	Harley-Davidson (EG & RK)
Division "B"	BMW 1150/1200	Division "E"	Dual Sport (All Make/Models)
Division "C"	Honda Police Motorcycle	Division "F"	Victory Police Motorcycle

2. Event officials reserve the right to reorganize divisions based on number of motorcycles entered of each type/manufacturer.

3. Awards will be presented to the top three (1st 2nd 3rd) riders in both team and individual events for each division. The number of awards may be changed by event officials based on number of entries of each type/manufacturer of motorcycle.

4. There is also a "**Best Overall Rider**" award presented to the top three riders. A point system has been established to determine scoring. Riders **MUST** compete in all events to be eligible for this award.

Events

Individual Rider/Two Person Team

The goal of the competition is to complete the "Combined Skills" course as quickly as possible while committing as few errors as possible. The course is the same for individual and the two-person team.

Individual:

Riding order for individual rider is determined by assigned number.

Riding time starts when the front wheel crosses the starting line. Riding time ends when the front wheel crosses the finish line. **No errors are counted after crossing the finish line except Failure to Stop.**

Each rider must complete two timed runs of the course.

Rider must come to a **complete stop** at the end of the course in the stop area. **Failure to stop will result in a 10 second penalty.**

Final individual score will be the best of the two runs.

Two Person Team:

Two officer teams must ride the course in a "follow the leader" formation. Lead and tail position is determined by the team. Both riders must ride the same class (make/model) motorcycle. Riders may compete on only one team.

Both riders begin one behind each other at the starting point. Riding time starts when the front wheel of the lead rider crosses the starting line and ends when the front wheel of the tail rider crosses the finish line. **No errors are counted after crossing the finish line except Failure to Stop.**

The tail rider must follow the lead rider the entire time while on the course. At a given point in the course the lead and tail rider are required to switch positions. The tail rider now becomes the lead rider for the remainder of the course.

Riders must come to a **complete stop** at the end of the course in the stop area. **Failure to stop will result in a 10 second penalty.**

Each team is allowed to practice on Friday. Saturday is reserved strictly for scoring on the course. Each team is allowed one run on the course for the team score

Slow Ride

The goal of the slow ride competition is to **complete the designated cone pattern** as **slowly** as possible **without committing any errors. No score is awarded if any error is committed.**

The slow ride will be held in an area separate from the competition course.

There is **NO** practice allowed prior to this event on either day. Day two is strictly limited to scoring competition.

Riding time starts when the front wheel crosses the starting line and ends when the front wheel crosses the finish line.

Each rider will be given an opportunity to participate with one free run. Riders may purchase additional runs for a donation of \$5 per run.

Awards will be presented to the top three riders in each division.

Partner/Tandem Ride

Two riders make a team. They may be from different agencies, but can only compete on one team and must ride the same make/manufacturer of motorcycle for their division.

The goal of the partner ride competition is to **complete the course** as **quickly** as possible **without committing any errors. No score is awarded if any error is committed.**

The partner ride will be held in an area separate from the competition course.

There is **NO** practice allowed prior to this event on either day. Day two is strictly limited to scoring competition.

Riders must negotiate an obstacle course while the motorcycles are tied together with a breakaway cord. The ride is over and no score is awarded if:

The cord pulls apart while riding on the course.
Any riding error is committed while riding on the course.

Each team will be given an opportunity to participate with one free run. Riders may purchase additional runs for a donation of \$5 per run.

Awards will be presented to the top teams in each division.

Four Person Team

A "team" may consist of four riders from different agencies. All riders on the team must ride the same class (make/model) motorcycle. Teams must NOT be a mix of different class motorcycles. Riders may compete on only one team.

The goal of the four person team ride competition is to **complete the course** as **quickly** as possible **without committing any errors. No score is awarded if any error is committed.**

Four officer teams ride a separate course in a "follow the leader" formation. All four riders begin one behind each other at the starting point.

Riding time starts when the front wheel of the lead rider crosses the starting line and ends when the front wheel of the tail rider crosses the finish line. **No errors are counted after crossing the finish line.**

After each exercise (cone pattern) is completed, the lead rider will fall back, becoming the tail rider. The second rider will now become the lead rider prior to entering the next exercise. This will continue through each exercise so that each rider rotates to the lead position. Failure to rotate properly will result in a disqualification for that run.

Riders must come to a stop at the end of the course in the stop area.

There is **NO** practice allowed prior to this event on either day. Day two is strictly limited to scoring competition.

Each team will be given one opportunity to compete on day two with one free run. Riders may purchase additional runs for a donation of \$5 per run.

Awards will be presented to the top riders in both individual and team events in each division.

Explanation of Errors

Cone – if any portion of the motorcycle or rider touches a cone, delineator or other traffic control device that is used to define a riding pattern. This penalty is assessed for each cone contacted. The cone **does not** have to be knocked out of place.

Cone Down – if any portion of the motorcycle or rider knocks over or moves out of place, a cone, delineator or other traffic control device that is used to define a riding pattern. This penalty is assessed for each cone moved.

Foot – if the rider takes a foot off the foot peg/board and puts it down on the riding surface at any time while negotiating the course. This penalty is assessed each time the foot contacts the riding surface. Foot errors **do not** include while parking/parked, or during a motorcycle down penalty, or after crossing a finish line.

Boundary – if at any time while negotiating a cone pattern the rider goes out of bounds of the set cone pattern, (ie. missed gate, off-line). Rider must re-enter the cone pattern immediately and complete the cone pattern. Failure to re-enter the and complete the cone pattern will result in a disqualification for that run.

M/C Down – if the rider and/or motorcycle falls over while negotiating the course. Rider may upright the motorcycle unassisted and continue from the point where the fall occurred. Failure to complete the course will result in a disqualification for that run.

Off Course – if the rider fails to follow the correct sequence of cone patterns and/or fails to follow the intended path of travel to the next cone pattern to be negotiated. Rider must correctly re-enter the course from where exited. Failure to re-enter the course will result in a disqualification for that run.

Failure to Stop – failing to come to a complete stop, with NO forward movement of the motorcycle, riders feet on the ground, in the stop area of a designated course/event, (This is a safety issue and must be strictly adhered to.)

Penalties

Penalties are defined as the time (in seconds) added to the riding time for each error counted:

Cone – 1	Cone Down – 3	Foot – 5
Boundary – 10	M/C Down – 10	Off Course – 10
Failure to Stop – 10	Disqualification - 600	

Note: If at any time a problem arises beyond the control of the rider(s) and/or a staff member/official declares the course unsafe, the ride may be stopped and no errors will be counted. The rider(s) will be allowed to start their ride over from the starting point.