



2018 River City Motorcycle Challenge

Location: Dillon Brothers Motor Sports, 3848 N HWS Cleveland Blvd, Omaha, NE 68116

Dates/Times: May 17th, 18th & 19th, 2018
8:00 AM to 5:00 PM (Rain or Shine)

Practice on Thursday, competition on Friday and Saturday.

Event Rules

**These rules are subject to change without prior notice.
Competitors will be informed of any rules changes prior to the actual event.**

ELIGIBILITY

The River City Motorcycle Challenge is open to:

- *All law enforcement motor officers who are certified to operate a police motorcycle and who are competing on a department owned police motorcycle or a personally owned motorcycle.
- *Retired motor officers, former motor officers, and off-duty motor officers operating personally owned, touring, sport-touring, or cruiser style motorcycles.
- *Experienced civilian riders, as well as police officers who have never been motor certified, on touring, sport-touring, or cruiser style motorcycles.

COMPETITION DIVISIONS

Division I- (Expert Motor Officer)-

Any on-duty motor instructor, or any on-duty motor officer on a department owned motorcycle, or a personally owned motorcycle, who has competed in more than five similar motorcycle competitions or who has placed individually in the top 3 at any similar motorcycle competition.

Division II- (Motor Officer)

Any on-duty motor officer on a department owned motorcycle, or a personally owned motorcycle, who has competed in five or fewer similar motorcycle competitions and has never placed individually in the top 3 at any similar motorcycle competition.

Division III- (Retired/Former Motor Officer)

Any retired or former motor officer or motor instructor competing on a personally owned motorcycle.

Division IV- (Expert Civilian)

Any civilian competitor, or any non-motor certified police officer, on a personally owned motorcycle, who has competed in more than five similar motorcycle competitions or has placed individually in the top 3 in any similar motorcycle competition.

Division V- (Novice Civilian)

Any civilian competitor, or any non-motor certified police officer, on a personally owned motorcycle, who has competed in five or fewer similar motorcycle competitions and has never placed individually in the top 3 in any similar motorcycle competition.

***Divisions may be combined if there are fewer than 3 competitors within a Division, at the discretion of the Head Judge. In the event that the Retired/Former Motor Officer Division has less than 3 riders, those retired or former motor officers who have been removed from the motor unit for more than 2 years have the option of competing in the applicable motor officer division, or as expert civilians. Those removed from the motor unit for less than 2 years must compete in the applicable motor officer division.**

***The Head Judge reserves the right to move a competitor up or down into a more appropriate class if, in the Head Judge's opinion, the competitor holds an unfair advantage in his chosen class, or is at a distinct disadvantage, due to demonstrated skill level during practice sessions.**

MOTORCYCLES

Motorcycle Requirements-

All motorcycles shall be at least 1300 cc's, and equipped with all standard equipment used for their normal course of duty and/or street use. No modifications or removal of standard equipment will be allowed; to include lights, side stands, saddlebags, engine guards, radio boxes, fork stops, etc... Motorcycles shall be ridden on the course in generally the same configuration as they are ridden on duty or on the street.

Side stands must be in place and operational. Competitors may tie or otherwise secure their side stand during the event, but the side stand and the spring must remain in place throughout the event.

ABS systems, if equipped from the factory, must be operational.

All tires must be properly inflated to +/- 10% of manufacturer specification.

Personally owned motorcycles must be licensed and insured for street use, and must be considered a touring, sport-touring, or cruiser style motorcycle.

No other modifications will be allowed which may, in the opinion of the head judge, provide an unfair advantage over other competitors or create an unsafe condition. It is understood that some motorcycles may have seats, handlebars, exhaust systems, or internal engine components that have been altered for slightly better fit or performance. This is acceptable, within reason, and is subject to the discretion of the head judge.

All motorcycles are subject to random inspections. Guarding (protecting/padding) of motorcycles is allowed and encouraged.

The vast majority of our competitors ride Harley Davidson touring style motorcycles and our course is designed with this in mind.

***Contact us prior to registering if you are unsure if your motorcycle meets our requirements.**

Emergency Motorcycle Repairs-

If a motorcycle is deemed unserviceable for any reason prior to entering an event, the competitor may continue in the competition, provided that the competitor can repair the motorcycle or locate a replacement motorcycle within 5 minutes of being called to the start line. Any replacement motorcycle must meet all of the aforementioned requirements.

Motorcycle Malfunctions-

Once a competitor has begun an event, any malfunction that causes the motorcycle to be inoperable, or could make continued operation of the motorcycle unsafe, will be brought to the attention of the Head Judge. The Head Judge will decide if the malfunction is serious enough to justify a "re-ride".

CLOTHING AND CONDUCT

Competitors must dress appropriately. All competitors must wear boots, helmet, and eye protection at all times when on the course, during practice and competition. Police Officers representing their departments will be expected to wear their standard duty uniform on Saturday for the main event (ballistic vest optional). Civilian riders competing on personally owned motorcycles are expected to dress in a professional manner.

All competitors shall act responsibly, safely and appropriately at all times. Failure to do so could result in disqualification from the competition.

DISPUTES

*Only the actual competitor may dispute scoring or a judge's decision.

*Any dispute over scoring of a particular event must be addressed by the affected competitor immediately following said run, or immediately following his/her learning of the issue, by bringing the dispute to the attention of the Head Judge. The Head Judge will issue a ruling. A competitor may appeal the ruling of the Head Judge to the Appeals Committee. The competition will not commence until a decision has been made. ***The decision of the Appeals Committee is final.***

REGISTRATION & PAYMENT

*All registrations must be ***received no later than May 1st, 2018.***

***Payment of \$50.00** is expected at time of registration.

***Registration fees will be waived for all Division I and Division II Motor Officers representing their respective police department on department owned motorcycles and in full uniform.**

*All competitors will be provided lunch on Thursday, breakfast, lunch and dinner on Friday, breakfast and lunch on Saturday, an event t-shirt, and an event challenge coin.

CONTINUING EDUCATION TRAINING HOURS

On-duty motor officers will be provided with a certificate of completion for 24 hours of advanced police motorcycle training. All others will receive a certificate of completion.

MANDATORY COMPETITOR'S MEETING

A meeting of all competitors will be held prior to the opening of the course on Thursday.

*The scoring and the approved path of travel through the course(s) will be reviewed and demonstrated.

*Competitors should understand course events prior to the end of the meeting.

*The meeting will be conducted by the Head Judge or designee.

*It is the competitor's responsibility to attend the mandatory meeting.

*After the competitors' meeting, any disputes concerning information disseminated at the competitors' meeting will not be considered.

LIABILITY WAIVER

No competitor will be allowed on the course until they have signed the liability waiver(s). The members of Blue Knights NE II, employees of Dillon Brothers Motor Sports, and any associates or volunteers shall not be held liable for personal injury or property damage.

COMPETITION EVENTS

Skills Courses (2) - Division I, II, III and IV riders will ride each of the skills courses 3 times. The best 2 of 3 runs on each course will be averaged and combined to come up with an aggregate time.

Division V riders will compete on a skills course designed specifically for them, and will be scored similarly, by aggregate time.

Rider order will be randomly selected prior to the actual competition and is not to be changed or traded with another rider.

Individual Slow Race (Required) – Open all day Thursday and Friday.

Competitors will negotiate the designated course for the slowest time. Each rider will receive one (1) free attempt at this event, and **may** purchase up to two (2) additional attempts for \$5.00 each. Additional attempts **MUST** be purchased prior to the first attempt. The following scoring criteria shall apply:

- *Time starts when a competitor's front axle crosses the start line.
- *Time stops when a competitor's rear axle crosses the finish line.
- *Time stops when a competitor puts a foot down.
- *Time stops when a competitor drops the motorcycle within the course.
- *Time stops when a competitor crosses the boundary line or touches a cone.

Team Challenge- (Optional Team event-\$5.00 entry fee per team member) - To be held on Thursday afternoon.

Teams will be comprised of any 4 riders of your choosing. Riders may compete on multiple teams. Each team will negotiate the designated course as quickly as possible. Penalty assessment will be consistent with skills course penalties. Teams may "buy back" additional chances if they wish to try again, for an additional \$5.00 per rider, per attempt. New teams may continue to form as the event progresses, and the event will run until all challenges cease and a clear winner has been decided.

Last Man Standing (Optional-\$5.00 entry fee) - To be held on Friday afternoon.

Participating riders will be listed on a standard, single elimination, competition "bracket", in an order to be determined by the Head Judge. Riders will enter the designated course two at a time, with one rider being designated the leader, and one rider designated the follower, determined by a coin flip. The object for the lead rider is to knock your "opponent" out by getting him/her to touch a cone, put a foot down or a bike down, or fail to follow your exact path of travel. The object for the following rider is to mimic the lead rider's path of travel exactly, without touching a cone, or putting a foot down or a bike down, for 90 seconds. Any bike to bike contact will result in the elimination of the rider who, in the judge's opinion, is most responsible for the contact. The winner will advance to the next round to face another rider, while the loser is eliminated. Rider order and initial pairings to be determined by the Head Judge.

SCORING

Penalties for the skills courses will be assessed as follows:

- *Touching or rubbing a cone: plus one (1) second
- *Knocking down a cone: plus three (3) seconds
- *Putting a foot down: plus four (4) seconds
- *Run out of exercise (re-enter at same location): plus eight (8) seconds
- *Bike down: plus ten (10) seconds
- *Improper path/direction through pattern: plus twenty (20) seconds
- *Short coursing: plus fifty (50) seconds
- *Did not finish: plus one hundred (100) seconds

*Fail to enter/attempt exercise: (500) seconds

Scores will be calculated based on each rider's aggregate times on the skills courses. The slow race is a separate event and is not a part of the overall score **except** that the 10 best slow riders will receive a bonus of 1 to 10 seconds subtracted from their aggregate times. Slow race times are also used as tie-breakers.

TOP GUN

At the conclusion of all scoring, the *3 riders with the lowest point totals in each of Divisions I, II, III and IV* (12 riders total) shall compete head to head against each other in one final, timed run of a "no practice" Top Gun Challenge Course. ***The times on the Challenge Course, with penalties, will determine the order of finish within each division.***

The Division I/II/III rider with the best time on the Challenge Course will win the **TOP GUN MOTOR OFFICER AWARD**, and the Division IV (or V, see below) rider with the best time on the Challenge Course will win the **TOP GUN CIVILIAN AWARD**.

****If any or all of the top 3 riders in Division V wish to attempt the Challenge Course they may do so but, because it is not required, the order of finish in Division V will be based solely on the riders' aggregate times on the novice skills course. In the event that a Division V rider beats all 3 Division IV riders on the Challenge Course, he or she will receive the TOP GUN CIVILIAN AWARD.***

Individual slow race times will be used to break a tie. Slowest time wins.

AWARDS

Awards (trophies or plaques) will be presented, on the track, at the conclusion of all scored events, to the top 3 place winners in each division, as well as to the Top Gun Motor Officer, the Top Gun Civilian, the winner of the Individual Slow Race, the winner of Last Man Standing, and to all of the members of the winning team in the Team Challenge.

TERMS DEFINED

***Appeals Committee**- A group of four competitors chosen randomly. Three will serve as the committee, while one will serve as a back-up. No Appeals Committee member shall rule on a decision affecting a member of their own agency or group. The back-up member will step in and serve at that point.

***Competitor** – Any rider registered to compete in the River City Police Motor Skills Competition.

***Course or Exercise** – A series of events which a competitor must ride; includes the path of travel between exercises in the individual timed runs.

***Department**- Any Law Enforcement Agency whom a competitor is a member/employee.

***Bike Down**- In an exercise, if the motorcycle falls to the ground and the competitor does not have control of the motorcycle. A rider will not be penalized for putting a foot down during a drop, but any cones touched, displaced or knocked down will be scored as penalties in addition to the drop.

***Foot Down**- In an exercise, whenever a competitor's foot comes in contact with the riding surface. Each "event" where a foot touches the ground shall be scored as one foot down. (Example: A rider nearly loses control and the front of the motorcycle leaves the exercise, causing the rider to put a foot down. The rider then uses both feet to push the motorcycle backward, back into the designated path of travel. This is scored as one foot down, plus whatever cones may have been touched, displaced or knocked down).

***Head Judge-** Senior or most experienced judge in attendance and in charge of over-seeing the entire event. Renders decisions regarding motorcycle malfunctions, course alterations, and settles scoring/time disputes as needed.

***Judge-** A person designated to score and/or time a competitor on the course.

***Judge's Meeting-** A meeting of course judges to review rules and scoring procedures.

***Knock Down a Cone-** Whenever any part of the motorcycle or competitor hits any part of a cone which causes the cone to fall over.

***Improper Path of Travel-** Whenever a particular skills course has a specific, defined path of travel (direction and sequence), riders are expected to follow it exactly. If a rider inadvertently leaves an exercise, he is expected to re-enter at the same point he exited.

***Running out of Exercise-** When the front and rear wheels cross the imaginary line between the center points of the two adjacent cones where the motorcycle would not normally enter or exit an event. Any cones touched, displaced or knocked down in the process will be scored in addition to running out of exercise. A dropped motorcycle that slides outside of the boundaries of an exercise is not considered to have run out of the exercise. A rider who has not completely left (contact patches of front and rear wheels) the exercise may walk a motorcycle backwards to resume path of travel without being penalized for running out of exercise (although he will be penalized for "foot down", plus any cones that might have been touched, displaced or knocked down).

***Short Coursing-** The act of intentionally cutting a course short or omitting required sections of the course where the end result is a time advantage for the competitor. Each exercise must be attempted to the fullest extent possible.

***Touch/Rub a Cone-** Whenever any part of the motorcycle or competitor touches any part of a cone but does not tip it over.