



# *2019 River City Motorcycle Challenge*

**Location:** Ralston Arena, 7300 Q Street, Ralston, NE

**Dates/Times:** July 18th, 19th & 20th, 2019  
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, or a personally owned motorcycle, and who are competing on a department owned police motorcycle.
- \*Retired motor officers, former motor officers, and off-duty motor officers operating personally owned, touring, sport-touring, or cruiser style motorcycles.
- \*Experienced and novice 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)***

All on-duty motor instructors, or any on-duty motor officer on a department owned motorcycle, or a personally owned motorcycle, who has placed individually in the top 3 as an Advanced or Expert level rider at any similar motorcycle competition.

### ***Division II- (Advanced Motor Officer)***

Any on-duty motor officer on a department owned motorcycle, or a personally owned motorcycle, who has never placed individually in the top 3 in the Expert Division, but who has placed in the top 3 as a Novice level rider at any similar motorcycle competition. Advanced level riders have the option to register as Expert if they so choose.

### ***Division III- (Novice Motor Officer)***

Any on-duty motor officer on a department owned motorcycle, or a personally owned motorcycle, who has never placed individually in the top 3 as a Novice level rider at any similar motorcycle competition. Novice level riders have the option to register as Advanced or Expert if they so choose.

### ***Division IV- (Expert Civilian)***

Any civilian advanced motorcycle skills instructor, or any civilian or any non-motor certified police officer who has placed individually in the top 3 as an Advanced or Expert level rider at any similar motorcycle competition.

### ***Division V- (Advanced Civilian)***

Any civilian competitor or any non-motor certified police officer who has never placed individually in the top 3 in the Expert Division, but who has placed in the top 3 as a Novice level rider at any similar motorcycle competition. Advanced level riders have the option to register as Expert if they so choose.

### ***Division VI- (Novice Civilian)***

Any civilian competitor or any non-motor certified police officer who has never placed individually in the top 3 as a Novice level rider in any similar motorcycle competition. Novice level riders have the option to register as Advanced or Expert if they so choose.

**\*If at least 3 Retired/Former Motor Officers register, we will create a division specifically for them. In the event that we do not, those retired or former motor officers who have been removed from the motor unit for less than 2 years must compete in the applicable motor officer division. Those 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.**

**\* The Head Judge reserves the right to move a competitor up or down into a more appropriate division if, in the Head Judges opinion, the competitor holds an unfair advantage in his chosen division, or is at a distinct disadvantage, due to demonstrated skill level during practice sessions. Any competitor who feels that he/she may have been placed in the wrong division should bring it to the attention of the Head Judge for correction prior to the beginning of the scored events.**

## **MOTORCYCLES**

### ***Motorcycle Requirements for Advanced and Expert Level Competitors:***

All Harley Davidson motorcycles shall be at least 1300 cc's, and all metric motorcycles shall be at least 1100 cc's. All motorcycles shall be 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, saddle bags, bag guards, 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. All motorcycles must have factory equipped saddlebags and either a windshield or a fairing.

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 side stand 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 recommendation.

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.

### **Motorcycle Requirements for Novice level Civilian Competitors:**

In an effort to bring more new riders into the sport, the civilian novice division motorcycle requirements are significantly relaxed. Novice level riders may train and compete on any street legal, licensed and insured motorcycle over 500 cc's.

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 side stand 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 recommendation.

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 exercise, 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 July 1st, 2019.***

\***Payment of \$60.00** is expected at time of registration.

\*All competitors will be provided lunch on Thursday, dinner on Thursday evening (Welcome Banquet), lunch on Friday, lunch on Saturday, an event t-shirt, and an event challenge coin.

## 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, including any associates or volunteers, shall not be held liable for personal injury or property damage.

## COMPETITION EVENTS

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

Division VI riders (civilian novice) will compete on a novice level 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- to be used as a tie breaker) 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.

***Challenge Course- (Optional) Friday AM***

Competitors will be tested on a short obstacle course that they will not see until shortly before the event, and that they cannot practice beforehand. Penalty assessment will be consistent with skills course penalties.

***Team Speed Challenge- (Optional Team event-\$5.00 entry fee per team member) Thursday PM***

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 (but riders may not place on more than one team), and the event will run until all challenges cease and a clear winner has been decided.

***Eliminator Challenge (Optional-\$5.00 entry fee) Thursday PM***

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/rubbing/displacing a cone: plus one (1) second
- \*Knocking down a cone: plus two (2) seconds
- \*Putting a foot down: plus three (3) seconds
- \*Bike down: plus five (5) seconds
- \*Run out of exercise (re-enter at same location): plus eight (8) seconds
- \*Improper path/direction through pattern: plus ten (10) seconds
- \*Run out of exercise (re-enter at different/wrong location): plus fifty (50) seconds
- \*Intentional short coursing: plus one hundred (100) seconds
- \*Did not finish: plus five hundred (500) seconds
- \*Fail to enter/attempt exercise: plus five hundred (500) seconds

Scores will be calculated based on each rider's aggregate times on the skills courses. The Slow Race, the Challenge Course, the Team Challenge and the Eliminator Challenge are all separate events that do not figure into the overall scores.

## TOP GUN

At the conclusion of all scoring, the 3 riders with the lowest aggregate times in each of Divisions I, II, III, IV and V (15 riders total) shall compete head to head against each other in one final, timed run of a "no practice" Top Gun Course. **The times on the Top Gun Course, with penalties, will determine the order of finish within Divisions I, II, III, IV and V.**

The Division I/II/III rider with the best time on the Top Gun Course will win the **TOP GUN MOTOR OFFICER AWARD.**

The Division IV/V (or VI, see below) rider with the best time on the Top Gun Course will win the **TOP GUN CIVILIAN AWARD.**

*\*If any or all of the top 3 riders in Division IV wish to attempt the Top Gun Course they may do so but, because it is not required, **the order of finish in Division VI is based solely on the riders' aggregate times on the novice civilian skills course.** In the event that a Division VI rider beats all Division IV/V riders on the Top Gun 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 Rider, the top 3 place winners in the Challenge Ride, the top 3 place winners in the Individual Slow Race, the top 2 place winners of the Eliminator Challenge, and to all of the members of the top 3 place winning teams in the Team Speed Challenge. Additionally, the top 3 riders age 55+ will receive awards.

## 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.