



Peach State

Police Motorcycle Skills & Training Seminar

Rules and Regulations Guide

Goal

The object of the competitive training event is to promote motorcycle safety and the benefits of motorcycle training, using carefully selected exercises. Evasive maneuvers, corner manipulation, and emergency braking, matched with self-induced stress will create positive learning trends for each motor officer. Police Motor Officers are at the forefront and are often considered the icon of a skilled motorcycle operator.

Eligibility

- Fulltime Law Enforcement, EMS, FD
- Retired Law Enforcement, EMS, FD
- Reserve Law Enforcement, EMS, FD

General Rules

- Each rider will be assigned a number at random when registering for the training. The number will be attached to the front of the motorcycle where it is visible for the judges.
- 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 within 15 minutes of the appealing rider's last run.
 - If a disagreement still occurs after the head judge's decision, any further appeal will go to the rules committee for a final decision.

- Safety is a priority. All riders moving from one area to the next must do so at idle speed or not more than 5 miles per hour as appropriate or risk disqualification from the event.
- Any poor sportsmanship, misconduct, or reckless or dangerous conduct will be grounds for removal from the training/competition. Decisions will be made by the rules committee, with no review or appeal. Complaints may be made directly to the rules committee or the training committee on a case-by-case basis.
- Ties will be determined by overall times, including challenge rides and the slow ride.

Motorcycle Requirements

- 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; including 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.
- The 2009 and prior Harley Davidson has a reduced width across the rear saddle bag. These bikes will not be considered for the Top Peach Rider award.
- 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/ESC/Traction control, and factory safety systems, if equipped from the factory, must be operational.
- All tires must be properly inflated to +/- 10% of the manufacturer recommendation.
- Personally owned motorcycles must be licensed and insured for street use and must meet the requirements listed above.
 - I.e. 1300 cc HD_FLH windshield/fairing, 1100cc Metric

- 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.
- Each competitor may enter one division and one class of motorcycle, per registration fee. Competitors who wish to enter a second class and/or division may do so with a separate registration. The training committee will allow multiple competitors to share a single qualified motorcycle, for agencies with limited resources, or in the case of mechanical failure.
- If a rider has competed in 3 or more Expert class events, but has not placed, he/she may compete in the Intermediate class during this competition. This will only apply from Expert to Intermediate competitors will not be able to return to Novice.

Motorcycle Classes

- HD-FLH with Fairing
- HD-FLH with Windshield
- All other Police Motorcycles (i.e. Metric)

Attire

- The helmet and safety gear must be worn/fastened when the motorcycle is under power.
- Wednesday and Thursday Practice: Appropriate clothing may be worn (over-the-ankle boots, gloves, eye protection, and helmet).
- Friday: A casual police or soft tactical uniform is acceptable for practice.
- Competition: Riders must be in the appropriate uniform normally worn on duty including all safety equipment.
 - Duty belt

- Gun/holster,
- Cuff case
- Magazine pouch
- Radio holder
- Vest is optional

Divisions

- Expert
 - All on-duty motor instructors, and riders who have placed individually in the advanced/intermediate 1st, 2nd, or 3rd place at any similar motorcycle competition.
- Advanced
 - All riders who have placed individually in the Novice 1st, 2nd, or 3rd place at any similar motorcycle competition.
- Novice
 - All riders who have never individually placed at any similar motorcycle competition.
- Senior/Classic
 - All riders who are over 50 years of age. These riders will compete in their appropriate division as well.

Competition Rides

- Top Peach Rider
 - The top peach rider will be awarded to the rider who demonstrates superb abilities throughout the entire event. All total accumulations of points gathered in the courses will be assessed to determine the top peach rider.
- Precision

- Competitors will enter each exercise in one continuous run. Between each exercise, the rider will be allowed to stop, put their foot down, and resettle themselves. However, inside the exercise, all points count.
- Speed
 - Competitors will enter and move continuously through the exercises to the exit. Time starts when the rider's front tire crosses the boundary. Time stops when the front tire enters the stop box and the motorcycle comes to a complete stop with the rider's left foot down.
- Peach Brawl
 - Competitors will be chosen by random draw. Riders will maneuver the exercise, side by side in mirrored courses. Single elimination will determine the outcome. Each rider will run till one rider is declared the winner.
- Challenge Ride
 - This will be an exercise that the competitors have not seen or practiced. The exercise will be based on time and errors. The exercise will be explained and demonstrated before the 1st run. This is a stand alone event.
- Slow Ride
 - There will be a solo slow ride event which will be announced at the riders meeting on Friday.
 - Each rider will be given an opportunity to participate in the slow ride but can only ride one class of motorcycle.
 - The slow ride will be held in a separate area at the same time as the individual competition.
 - Time starts when the front tire enters the exercise and stops when the rear tire exits the exercise. Time will stop when the rider puts a foot down, drops the motorcycle, crosses any boundary line, or touches an obstacle.
 - Each rider will be given one free run. You may purchase additional runs for a donation of \$5 per run.

- Last Man Standing
 - Will be an exercise that the training committee will chose, they will move two cones to start the course. All riders must complete the course, in order. The number one rider will choose two additional cones to move, however the rider will have to complete the course for the changes to count. The group will complete the course, then rider two will chose two additional cones to move and so on till one rider is left.
- Partner Ride (TBD)
 - Held on speed course.
 - Time starts when 1st wheel goes and time stops after rear motorcycle enters in the box.

Additional Runs

- Each rider will be given one free run. You may purchase additional runs for the slow ride with a donation of \$5 per run for the first 2 additional attempts, then \$10 for any further additional attempts. No limit on additional runs.
- One additional speed run can be purchased for a donation of \$20, no more than one is allowed

Scoring

- No video review dispute of penalties will be allowed. The judge's rule is final.
- Clock will continue to run; penalties will be added to the final time.
- Penalties.
 - Knock Down or reset a cone 2 seconds
 - Put a foot down (each tap) 2 seconds
 - Drop the motorcycle 10 seconds
 - Run out of exercise course 10 seconds

- Running out of the exercise course or out of the path of travel will require the rider to re-enter at the point they left the exercise. Failure to re-enter at exit or restarting the exercise from the beginning will lead to a disqualification (DQ).
- If any course is not attempted by a competitor, that rider is not eligible to place in their class/division. Attempt means; that you must enter the entrance making the best attempt to complete the exercise and leave the exercise through the exit.
- Bonus points
 - 5-second time deduction for running the precision course clean.
 - 5-second time deduction for running the speed course clean.
 - 5-second time deduction for completing both courses clean for a total potential 15-second time deduction.

Award Scoring

- Precision Course
 - Clean = Bonus Points
- Speed Course
 - Time + Bonus Points
- Peach Brawl
 - Single Elimination
- Challenge Ride
 - Time + Errors
- Slow Ride Event
 - Longest Time Without Errors

Top Peach Award

- Overall score and ranking will be determined by the combination of the speed run time (with errors), plus the precision course errors, and bonus time.
 - In the event of a tie, the slow ride time will be included in the overall time.
 Ranking will follow the same rules. From 1 to 75 riders.

- Speed Time + Precision = Top Peach
- (Tie) Speed Time + Precision – Slow Ride Time = Top Peach
- The above rules apply to any finishing placement

Motor Failure

- Before entering the event, a rider or team will be allowed ten minutes to repair or replace a motorcycle that is malfunctioning.
- Once a rider or team has begun the event, and a breakdown occurs, the competitor must notify the Head Judge and the rules committee. They will look at the cause of the breakdown and possibly with the help of a mechanic, rule to allow a re-ride or to disqualify the participants' run.
- Re-ride may be allowed for breakdowns such as ignition failure, motor seizure, or a motorcycle failure out of the operator's control.
 - They are not allowed for clutch failure, out-of-gas, flat tire, damage as a result of a crash, etc.

Rules Committee

All decisions of the rules committee will be final.

- The rules committee will be comprised of 5 competing officers, drawn at random.
- The rules committee will be established to settle all disputes that cannot be settled by the head judge.

- Majority vote rules.
- The committee members from the agency or agencies involved in the dispute may participate in any discussion but shall not have a vote.
- In the event of a tie vote, the dispute or proposal upon which the tie occurs shall be referred to the head judge.