

Basic Rules Summary for ISDE Type Event

DISCLAIMER: Note – This is intending to be a SUMMARY of the BASIC rules of the event. These are NOT the official rules. If you are intending to qualify for the ISDE team you should obtain a copy of the official rules from the AMA or FIM. This summary should help those not riding to qualify in understanding how the event works.

The concept of an ISDE type event is to measure the ability of the rider to maintain his machine during the period of time involved in the event and to evaluate his riding capabilities through the special tests. While on the public way, a rider must observe the speed limits and conduct himself accordingly.

EQUIPMENT REQUIREMENTS

A good muffler securely attached. If you lose it, you will be required to replace it at the next checkpoint. Static dba test will require a maximum limit of 96 dba at 20 inches. (RULE WILL BE ENFORCED) Mufflers may be repaired at any time check. US Forestry approved spark arresters ARE required.

Parts marking will consist of marking both hubs, frame (right hand side of steering head), crankcase, number plate and muffler.

An off road sticker or plate from any state is required.

IMPOUNDING, WORK AREA AND START

Machine may be impounded by the organizers. Each rider may claim his machine ten minutes before his scheduled time of departure. He cannot start his machine in the work area. He can work on his machine in the work area, but can receive no help other than pouring gas into the tank, air in his tires, or oil in the crank case by his designated team manager. Outside assistance will be allowed while “bleeding brakes.”

Riders are allowed to change unmarked parts in the work area and at each time check between the white and yellow flags. Tubes can be replaced at any time. Tires may be changed only at the final check of the day.

Tools can be received everywhere, but only the driver himself is allowed to work on his machine.

Within one minute of the starting signal having been given, the rider must have started his engine and crossed another line 20 meters from the start. A rider not crossing the 20 meter line within one minute will be penalized by 20 points. Riders arriving more than one minute late at the starting line will be penalized by 60 points per minute. The minute in which the rider arrives at the start line will be considered as the new start time.

TIME CHECKS

Replenishment is only allowed at each time check between the white and yellow flags. Additional replenishment of gasoline only will be allowed just beyond the time check.

Outside Assistance - No one can touch your machine, other than to take off the gas cap and pour gas or to add oil to a gearbox, etc. No one can oil the chain or hold the bike while you oil the chain. You may receive any assistance provided to refresh yourself, such as clean goggles, food, drink, dry gloves, etc. Tools carried by your support crew may be used. You can replace unmarked items such as handlebars, levers and fenders at a check, but must use tools carried by you or provided by your support. Tubes can be repaired or replaced any place and can be inflated by another person.

A time check will be indicated by white flags 60 yards before the time-line. The yellow flag is the time-line. The clock will be located within a viewable distance beyond the time-line. A rider cannot cross this time-line with his machine until his time due appears on the time clock. If he does pass the yellow flag with his bike, he cannot go back and must proceed into the check and have his bar code scanned. He may be disqualified if he is identified going in the reverse direction on the course or in the time check area.

Think of the interval between each checkpoint as a separate little "test." Arriving late (or early) at any one of the course checkpoints does not require you to adjust your "interval time" for subsequent checks. It WILL require you to adjust the time you are due at these subsequent checks, but NOT the interval.

It is the responsibility of the rider to know when he is due at any check point. The organizer will provide the time schedule prior to the start of each day. The time schedule between each time check is a separate test. If you are late at any time check you DO NOT have to make this time up. Doing so will only make you early at the next time check. The time at which you go through any check sets the start time for the next interval to the next check.

Example:	Check #	Original Time Due:	Time In:	Points:
	1	9:42	9:42	0
	2	10:25	10:27	120
	3	11:09	11:11	0

You were on time at check #1, but two minutes late at check #2. By being late you now have a new “start time” for the next interval. You will need to adjust your original time due at subsequent checks by two minutes to stay on time. If you had gone into check #3 at your original due time you would have been penalized 120 points for being two minutes early. Always maintain the interval.

Hour out rule: You can never be more than one hour past your ORIGINAL time due at any check or you will be disqualified. *Hint:* If you are really running late (like more than 30 minutes) then roll through the checks as soon as you arrive to make up time if possible. If you are that late you are already on bronze level, so early points really don't matter that much, but going over your hour will.

SPECIAL TESTS

These tests are the most critical measurement in an event. The basic outline for a special test is that it should be “not too difficult and not dangerous forbidden to practice, and specially prepared for the purpose.” It should be ridden as fast as you can successfully negotiate the course.

You can walk the grass track prior to the start of the event, but you may not ride (not even a bicycle) on any portion of the course—including the special tests—prior to the start.

MAINTENANCE

If your machine is running correctly, do the basics keeping an eye on the time and go through the check when your time is up.

If you are now on a bronze level, which means more than approximately 20 minutes late on your score, you can use the one hour late rule and work on your bike. BUT, push in no later than 59 minutes past your original schedule time, not 59 minutes from your arrival at this final check. You are disqualified if you are 60 minutes late from your original scheduled time at any check.

EVENT SCORING

Gold Medals will be awarded to drivers whose total number of points does not exceed 10% of the number of points achieved by the first (winning) rider of that class.

Silver Medals will be awarded to drivers whose total number of points does not exceed 40% of the number of points received by the first (winning) rider of that class.

Bronze Medals will be awarded to all other drivers who finish within their hour late allowance.

PENALTIES

Early/Late arrival at a time check.....60 points per minute

Special Tests One point for every second in test

Starting later than original schedule time.....60 points per minute late

Stopping between yellow flag and check crew at time check.....60 points

EXCLUSION (It's European for Disqualified)

Smoking in impound or work area.

Missing any marked parts.

Starting engine in impound, work area or starting enclosure before signal is given

Behaving contrary to the sporting code.

Replenishment outside official areas or carrying fuel outside the fuel tank.

Using extraneous motive power.

Accepting outside assistance.

Unauthorized communication with accompanying persons.

Being accompanied by another driver.

Driving outside the route, driving in the wrong direction, not observing the traffic laws.

Late arrival at a time check exceeding 60 minutes from original scheduled time.

Missing a time check or route check.

Practicing on the course or special test.

Greater engine capacity than stated on the entry form.