



2017 ISDE TEAM GUIDEBOOK



Aug 28 – Sept 2, 2017



INTRODUCTION

The International Six Day Enduro (ISDE) is the annual FIM Enduro World Championship for National Teams.

Each country participating in this event is authorized to have four riders representing the Trophy Team, three riders under the age of twenty-three representing the Junior Trophy Team, three female riders representing the Women's World Trophy Team, and three riders for each Club Team entered to represent their country.

The World Trophy is determined by totaling the teams individual riders score each day for six days with the lowest team score after 6 days being the winner.

The Junior World Trophy is determined by totaling the teams individual riders scores each day for six days with the lowest team score after 6 days being the winner.

The Women's World Cup is determined by totaling the teams best two individual riders scores each day for six days with the lowest team score after 6 days being the winner.

The Club Teams will score all three riders each day, and again, after 6 days the lowest combined score is the winner.

THINK TEAM

If you know you can add something to the team effort in any position, let us hear from you. For additional TEAM information and requirements please review the following pages completely.

RIDER COMMITMENT

By accepting a position on Team USA, a rider agrees to bring to the ISDE the highest level of commitment. The funds raised to finance the ISDE team come from the hard work of volunteers all over the U.S. In return for this effort, team members must have the commitment and desire to do their best for their Country and Team. They must also be willing to commit to assisting in the fund raising effort.

AMERICAN MOTORCYCLIST ASSOCIATION

1. Member of team selection committee.
2. Issues FIM licenses for team members.
4. Process ISDE entry forms.
5. Coordinate travel and shipping for team.
6. Administrator of the rider and team support funds.

FIM JURY DELEGATE – Michael Jolly - AMA

1. Member of team selection committee.
2. FIM Jury Delegate for the American riders.
3. Work with FIM Jury on any rule or time issues, penalty or protest.

TEAM DIRECTORS – Antti Kallonen and Robert Pearce

1. Member of team selection committee.
2. Responsible for overall team direction and operations.
3. Schedule and conduct team meetings.

TEAM MANAGER – Jay Hall

1. Member of team selection committee.
2. Manage all support and service activities including riders and team mechanics/minders.

VOLUNTEER & OUTCHECK MANAGER – Jeff Fredette

1. Member of team selection committee.
2. Align the support staff with their duties.
3. Coordinate and direct check captains/crews.

RIDER REQUIREMENTS

1. Each rider wishing to be considered for the US ISDE team shall file an ISDE Letter of Intent (LOI) prior to participating in their first qualifier. Blank LOI's will be available and can be submitted at the qualifiers.
2. Each rider that wishes to participate in the ARAI HELMET program must complete the ARAI section on the LOI before their first qualifier. They must wear an ARAI helmet during the season and at the qualifier and must wear the ARAI team helmet at the ISDE, if they qualify. They may not wear a competitor's helmet during the 2017 season.
3. Trophy, Junior and Women's Trophy Team and ALL Club Team member helmets MUST be painted to comply with FIM regulations. Blue with 2 white bands (para.

01.73 of the FIM Technical Rules) with the flag of the USA on the sides. The two (2) stripes used to be just off center to the right - parallel to each other, hence the term "skunk stripe". Over the years the two (2) parallel stripes turned in to a V - with the open portion of the V in the front. The blue color is a darker sky blue with two (2) - 1" white stripes in a V down the center. If you qualified for the Arai helmet program, they will come painted. USA Flag decals (provided) must be affixed to each side of your helmet. This is an FIM rule and must be respected.

4. All Trophy, Junior Trophy and Women's Team Riders must wear matching jerseys during the whole event including Opening and Closing ceremonies. Details to follow to these riders. This is an FIM rule and must be respected. If jerseys are provided, all team members must wear them during competition and ceremonies.
5. Each rider selected for the team must arrange for a motorcycle to be available for the event along with spare parts. They can either ship a motorcycle to the location of the team shipping container or "rent" a motorcycle from any of the manufacturers that will have them available at the event.
6. All US Six Day Team Members must stay in the hotel(s) established by the AMA tour package at your own expense. This is to facilitate team meetings and create a "one-team culture".
7. Each team member must agree to bring at least one other support person willing to work with the overall Team effort, by assisting at the checkpoints/gas stops.
8. All riders must be prepared to perform all maintenance on their machine during the competition. Learn and practice the skills needed to personally service and repair your machine including tire changing before arriving at the ISDE.
9. Each rider must provide the proper technical information required such as bore and stroke of their motorcycle for proper impounding during technical inspection day.
10. Each rider must have a valid driver's license from the state in which they reside, plus if you are shipping a motorcycle, the title and or registration (originals, no copies) and license plate to the state the motorcycle is registered in. This will be required at Administrative and Technical Inspection. You will also be required to purchase liability insurance at the event. If you rent a bike this is included in the rental fee.
11. Each rider should bring a fanny pack with enough tools to do any trail-side repair that may become necessary. It would also be advisable to bring/send some basic spare parts; i.e. brake pads (a few sets), spare air filters (one for each day), handle bars, levers, grips, sprocket, master links, and anything else that you feel you might need.

12. You will be responsible for all personal expenses. Funds raised for the ISDE Rider Support Fund will be used to support the team.
13. If Team Jerseys are provided you must wear them for the Opening Ceremony, during competition and at the Final Prize Giving Ceremony.
14. You will be expected to be available to participate in Fund Raising functions whenever possible.
15. The primary method of contact between the AMA and you will be by email. Make sure we have a correct, current, email address for you. We also need a shipping address for you that will be good until your departure date.
16. Do not under any circumstances alter or modify the number plate decals given to you at Administrative Inspection. You will not be allowed through Technical Inspection with altered number decals.
17. All riders must assist in unloading of the container and setup. All riders must assist in the loading of the container at the conclusion of the event.
18. Your bike must fit the class requirements for engine size, non-compliance will penalize entire team.

IMPORTANT DEADLINES

- | | |
|-----------------------------|--|
| May 17th | Team USA announced. |
| May 30th | AMA Tour Package must be booked with Direct Travel.
\$700 Deposit due. |
| June 30th | Approximate Entry Fee for Trophy and Club Rider \$1000, Women \$825; FIM License fee of \$175 for Trophy Teams and \$125 for Women's and Club Teams; FIM Insurance fee of \$150. These fees must be submitted along with your FIM licensing paperwork to cfleming@ama-cycle.org
(614) 856-1910, ext. 1258 |
| June 30th | Your crate must arrive at the container to be loaded.
See SHIPPING YOUR MOTORCYCLE & GEAR (Page15) |

- June 30th** A complete, itemized list (using MS EXCEL format, see Guidebook Appendix) of the contents of your shipping crate must be submitted to Michael Jolly at: mjolly@ama-cycle.org If you are shipping a motorcycle, you must include a copy the Title/Certificate of Origin. If you are not the owner of the motorcycle you must include a letter from the owner allowing you to take the motorcycle out of the country for competition purposes.
- July 28th** ISDE Support Fee of **\$2000** due. Contact Connie Fleming at 614-856-1900 x1278. Pay with: Visa, MC, AmEx, Discover or check.
- Aug. 22** Arrive in France, unload container, setup and prep motorcycles.
- Aug. 23** Practice Area opens 9:00AM
- Aug. 24** Administrative Inspection/Rider Registration begins.
- Aug. 24** Technical Inspection and Impound of motorcycles begins.
- Aug. 26** Opening Ceremonies
- Aug. 28** 92nd ISDE begins.
- Sept. 2** 92nd ISDE ends, all riders and support staff load container.
- Sept. 2** Closing ceremony and presentation of prizes.

RIDERS BEHAVIOR

During the entire trip, event riders, their family and or friends must keep in mind that they are representing the USA and the USA ISDE Team.

If, during the course of the trip or on the trail itself, a rider, their family and/or friends behavior becomes detrimental to the team effort, that rider may be removed from the team and not allowed to begin or complete the event.

DRUG TESTING

The FIM conducts random drug tests at the ISDE. Any rider who feels there is a chance that he/she may not pass the drug test should inform the AMA, the Jury Delegate or the Team Manager before he/she accepts a position on the team.

YOUR MOTORCYCLE

Once you are selected for the team you must make arrangements to provide a motorcycle for your use in the event. Several manufacturers' rent motorcycles through special programs or you may ship your motorcycle to the event location using the Team Container. Information on rental programs will be posted on the AMA ISDE website as it becomes available. In addition to shipping the motorcycles and other equipment in this container it also includes a workshop, tools, Checkpoint and paddock equipment, rider storage space, etc.

Your motorcycle (if shipping) and gear/crate must be received by **June 30th** to be included in the container.

Ship motorcycles/gear/etc. to:

Amanda Mastin
12004 Route 64
Whitehouse, OH 43571
419-877-5351 or montesa75@aol.com. Keep in mind that she is on Eastern time.

TRAVEL PACKAGE

Travel and accommodations will be arranged by Direct Travel. Shannon Scott is our travel contact. **phone:** 440-205-4306 **email:** shannon.scott@dt.com **website:** www.dt.com They can also help you with your air travel arrangements. USA Team Riders must stay at the team hotel.

[A link will be emailed when available to book AMA Tour Package](#)

RIDER AND SUPPORT CREW GUIDELINES

SUPPORT CREW CAN DO:

1. May mix designated amount of 2-stroke oil with approved unleaded gas available, in a pre-mix gas can.
2. Must have an environmental mat under motorcycle while refueling, filling with oil, etc.
3. May take off gas cap, fill the gas tank, replace the gas cap, and take off oil fill cap, fill with oil, replace cap. Wipe up any spills carefully.
4. May take radiator cap off, fill with fluid, replace cap.
5. May fill the brake reservoir with brake fluid, front or rear, and assist in bleeding the brakes.
6. Bring a digital watch for yourself and a spare for your rider.

RIDERS CAN DO:

1. May proceed to the entrance of the impound area to wait for your number to be called.
2. May push your motorcycle into the morning work area when they call your number, 10 minutes before your scheduled start time, to complete work on your motorcycle.
3. May stop and render first aid to a seriously injured rider, without penalty. Let Michael Jolly or Robert Pearce know if this happens.
4. May change any unmarked part anywhere on the course, but may only receive spare parts and tools in the service areas.
5. Can change tires only at the work area at the end of the day, or in the morning work area.
6. May use self-contained power tools i.e. battery powered drills/impact drivers etc.
7. You will have 15 minutes to work on your motorcycle between the Pre-Finish check, and the final time check of each day. i.e. Parc Ferme work area.
8. May enter the final check, (Parc Ferme Impound) on any day up to 14 minutes and 59 seconds early, without penalty.
9. MAY THANK YOUR VOLUNTEER SUPPORT CREWS!

SUPPORT CREW CANNOT DO:

1. Cannot give "outside assistance" or come in contact with the motorcycle, UNLESS performing one of the previously talked about functions. (See Can Do's)
2. Cannot bleed air from suspension or add/remove fork oil or suspension fluid.
3. Cannot lube chain! Rider only - always - and only at service checks with assistance, with environmental mat under the motorcycle.
4. Cannot wipe down the motorcycle parts, including the seat.

RIDERS CANNOT DO:

1. Do not alter your rider number, or background, given to you by the organization, in any way.
2. Do not work on your motorcycle in the Parc Ferme impound area.
3. Do not touch the motorcycle of another in the impound area - penalty = DQ .
4. Do not start your motorcycle in the ParcFerme impound area or in the morning work area.
5. Do not work on your motorcycle in the morning start area (start platform).
6. Do not stop between the yellow flags and the control table (clock) - penalty = one (1) minute.
7. Do not carry gas outside the gas tank - penalty = DQ.
8. Do not ride against the arrows, i.e. ride in the wrong direction. You may walk your bike.
9. Do not leave the motorcycle running while refueling - penalty = DQ.
10. Do not exceed the max noise limit by 2 decibels after the start. 1st penalty = 1 minute; 2nd penalty = exclusion. Can replace pipe/silencer in extra 30-minute work time, if requested, between final time check and impound.
11. No pressure cleaning of motorcycles until after the event, (support crew too).
12. No electrical (except for air compressor), or air powered tools. No remote connection-support crew too. Battery powered tools are ok.

13. Do not be belligerent, or in any way unkind to the volunteer support crew. If you are, you will be asked to pit elsewhere.

HINTS AND TIPS

The bottom line is simple: If there are things you want and are used to...BRING THEM! Don't expect ANYTHING will be there and you won't have to worry about what might not be available.

MARK ALL OF YOUR TOOLS, EQUIPMENT WITH A UNIQUE, BRIGHT PAINT! Use a magic marker and put your rider number on EVERYTHING! We have team tools for everyone to use, but if you feel more comfortable with your own, bring them.

Helmet - Bring a spare helmet that you could wear in case something should happen to your primary helmet. Make sure it is at least Snell 2010 approved and has the tag/label to prove it. Team USA members must have their helmet painted in the USA colors/design. See the Appendix.

Paperwork: Valid U.S. Passport, FIM License, FIM Anti-Doping Code form, Medical Insurance Certificate. An International Driver's License (available at AAA) is suggested for driving a rental car AND will save you headaches if you have one at check in. Don't forget to carry the driver's license and local currency with you during the Six Days.

Food - France may or may not have you favorite foods and beverages. Bring powdered Gatorade, your favorite peanut butter, cookies, Powerbars and any other "comfort food" that makes you happy. Don't expect to find it there! **Do not pack food in your crate!**

Motorcycle Equipment and Supplies - If you have a European brand, most parts can be obtained from the factory representatives there, BUT they have been known to run out. If you have a Japanese brand you better plan on bringing everything you might need.

Tires – Run **Bib-Mousse or Tire Balls**. Order your tires and mousses from Metzler and pick them up at the ISDE. Tubes are just not an option anymore. Bring a Tire Marker to place your name on your tires. Tires all look alike, mark them!! As soon as the Metzler order forms are available, we will forward to you.

Fluids –Spectro Oils is the Official Lubricant of the US ISDE Team and will be providing lubricants for your use during the ISDE.

Brake Fluid - Make sure your motorcycle has **BRAND NEW BRAKE FLUID!**

Speed Bleeders - These will save you time and effort. Invest in a set!

Brake pads and rotors - Bring enough front and rear brake pads for a fresh set each day and you should seriously consider a solid rear brake rotor.

Wheels and suspension - Make sure your motorcycle has:

1. New wheel bearings (make sure they are lubricated)
2. Freshly greased linkage
3. New fork oil and seals
4. New shock oil and seals

CHECK THE SPOKES (Bring a spoke wrench for the motorcycle you will be riding)

MOTORCYCLE MUST HAVE A STOCK COUNTERSHAFT COVER.

MOTORCYCLE MUST HAVE A SPEEDOMETER & HORN.

CROSSBAR &STEERING DAMPER MUST HAVE FOAM COVERS.

Consider running a rivet chain. Mud and the big mileage will wear out master-link clips. Bring extra master-links and an extra chain!

Air Filters - bring extra air filters AND filter frames.

Kickstand - regulations **REQUIRE** your motorcycle has a kickstand attached. There are many brands to choose from. **GET ONE AND MOUNT IT SECURELY!**

Motorcycle Stand - Team USA has stands but you have to lift the motorcycle. If you have a foot "jack-stand" you may want to bring it.

Silencer - that meets 112 dB. At 2 meter max **VERY IMPORTANT!**

Course Foam - helps keep mud out so you may fill areas of skid plate and between rear brake and cases.

Lights - Your motorcycle must have working lights including a brake light activated by front or rear brake. At the ISDE there may be a lot of road riding and lights will help you be safe. There are ways to get minimal lights but if this is your first time we suggest you get good, bright lights. You may need the light on dark trails late in the day. Headlight on at all times.

Ground Cover - Environmental mats are **REQUIRED**. Bring a rubber-backed indoor-outdoor carpet to work on. Bring it **BIG**, share some with a friend! (We will supply enviro-mats for the checks).

REMEMBER: LUBING YOUR CHAIN OVER BARE GROUND... IS CAUSE FOR DISQUALIFICATION!

Spares - Levers, cables, foot pegs, kick-starter, pipe, and if you have access, complete brake assemblies so they can be rapidly changed if needed.

Try to get some riding time on ECO DOT approved tires. They lack knob height (13 mm max.) and learning to ride on these tires is one of the more difficult things to get used to. You need to rely on momentum, not engine torque. See Kenda Enduro Tires: www.kendausa.com

Set your computer for kilometers. Start thinking in kilometers or “klicks.”

Learn to change tires with confidence. PRACTICE, practice, practice! Get axle handles ESPECIALLY for KTM and other large “hollow” axles. Buy the bearing covers that stay on the wheel, chain adjusters that stay in the swing arm. Bring your own tire stand and tire tools you are used to. Bring an axle nut wrench (1/2" drive socket and ratchet for speed) to fit your front and rear axles. Bring a liquid paint pen. Paint your name and directional arrow on tires so you can see it easily.

At the Six Days, there is a basic work “plan”.

- End of the day: change both tires
- Morning work period: change air filter, go over motorcycle
- First check: change engine/gear box oil (if needed)
- Be focused: work steadily, BUT TRY NOT TO RUSH! Make every effort count, haste makes waste!

Bring four (4) easy to identify bags (with your name and rider number on them) to put at the checkpoints on the course (taken to the checkpoints by the check crews daily, and replenished by you nightly). These bags will hold your power bars, energy drink, extra goggles, gloves, air filter, etc.

Use Anti- Monkey Butt Powder or other stuff you like. Stand when you can! Save your bottom!

Bring warm riding and rain gear and an extra set of boots so that you will have a dry pair at the beginning of every day. While there is laundry service, it is typically SLOW, so bring what you can for clothing changes.

Travel Hints: Go to a department store and buy an eye mask and ear plugs. You will most likely share a room so be prepared. Bring a good alarm clock. Bring your favorite pillow for a good night’s rest.

ISDE ORGANIZER

The event organizer web site. <https://www.isde-france-2017.com/>

The AMA Website will contain updates as they become available. <http://www.americanmotorcyclist.com/Racing/Story/international-six-days-enduro>

APPENDIX

Helmet – ISDE Paint design







Helmet – Approval Marks:

- **Europe:** ECE 22-05 (P, NP or J)
- **Japan:** JIS T 8133
- **USA:** SNELL M 2010, **SNELL M 2015** (*DOT only will not work*)

SHIPPING YOUR MOTORCYCLE & GEAR

You must provide a complete list of everything in your shipping box. This would include but is not limited to Motorcycle (make, model serial # with Title), spare tires, riding boots, jerseys, pants, wrench set, screwdrivers, sockets and ratchet, tool box, and anything else you have included in that container.

Everything that is shipped must be returned to the U.S. in the container (this includes used tires). Make sure you have ALL the paperwork required for your motorcycle, even if you are renting. Make sure your arrangements include the proper paperwork. This means an (original title or certificate of origin, which has the raised state embossed seal on it) proof of insurance, registration and a license plate. Make sure you have both a proper license plate and motorcycle registration. You will be required to show them. You need to have a WATERPROOF envelope for your motorcycle credentials.

Documents required for motorcycle export clearance (and re-import clearance): Send these documents with your Container Packing List to the Michael Jolly mjolly@AMA-racing.org

- Copy of Title issued by dept. of motor vehicles or copy of manufactures certificate of origin
- If Foreign-owned, owner must provide original Foreign Title in English and two copies.
- For dealer-owned motorcycles: dealer's invoice, and manufacturer's statement of origin. Manufacture's letter must also verify VIN numbers, motorcycle name and model number, etc. of motorcycles being shipped along with permission to take the motorcycle out of the country.
- If there is a lien on the motorcycle you must have a letter from the lender allowing the motorcycle to be taken out of the country for competition.

There CANNOT be any dirt, grass or natural debris on or in your motorcycle, tires, tools, stand, and gear – even inside of your airbox. Should there be any items of contamination or un-treated wood; the entire container may be quarantined, jeopardizing the US Team effort. Motorcycle crates and containers must be in like-new condition. You and your crew must understand how serious this is and do your cleaning and preparation properly in advance. Make sure the gas tank is empty and the battery is disconnected.

Shipping Crate - Full Size Crate: Your crate may be no larger than 74" long X 24" wide X 45" high (includes skids of at least 1 ½" in height)*.

**These are all outside dimensions.*

If you are not shipping a motorcycle, the maximum crate/box size is: 38" long x 24" wide x 45" tall (includes skids of at least 1 ½" in height).

While the container is 40 feet long, it is not so large when you try to fit all of the things that are needed to run a race team of 31 riders for a week. Everything that we bring must have a purpose and a place. That is why the size of your crate is so important. If your crate is too long by an inch it may not fit where we need to load it. If it is an inch too tall we may not be able to stack a crate on top of yours. That is why we must have your cooperation with the size of your crate.

The following requirements must be met for your crate to be accepted and loaded into the ISDE Container for shipment to France. All of your gear must be inside of your crate, no loose items.

Container Size: This must be adhered to or your crate may not be accepted. For those of you that have been to a recent ISDE, you know how tightly the container is packed. Everything from the shelves and workbench in the container are designed with these size constraints in mind.

Full Size Crate: Your crate may be no larger than 74" long X 24" wide X 45" high (includes skids of at least 1 ½" in height)*.

**These are all outside dimensions.*

Construction: Wood must be pressure treated to meet restrictions of the host country. Failure to do so could result in your crate being held at that country's customs office. Aluminum is the perfect material to build your crate from. It is strong, light and there are no worries about insects or contaminants in the wood.

Steel may be used in the frame of your crate, but no steel sheets or plates. The weight of steel makes your crate difficult to load and unload. Loading and unloading in the USA is done with a fork lift, at the race site it is manual labor – you and the other riders. Keep it light!

Appearance: We are going to the world's premier off-road race and will be competing with the best riders from over 30 countries. We need to show some national pride and the crates are one way to do that. A professional red, white and blue motif is preferred, or bare aluminum. No rattle-can paint jobs, no graffiti, just American pride!

Penalties: If you choose to ignore the above requirements for your crate, your crate may not be loaded into the container.

Crate color scheme design: The USA decal will be provided to you by Paul Bucher and Elizabeth Scott Community.

Crate Paint
Design →



Container Packing List and Customs:

The packing list that you provide will be used to create the Customs Pro Forma Invoice. Shipped motorcycles must be returned to the USA or additional fees, penalties and duties could apply.

Your packing list must be submitted in Microsoft Excel spreadsheet (see the example below) and must include the country of origin and a value. Personal clothes can be listed as "Personal Clothing" as one line item, the same with your riding gear. I would suggest listing your boots and helmets as separate line items. Your hand tools can be grouped together and listed as "Tools of the Trade". Any power tools or any item with a serial number must be listed separately along with the serial number. Do not list any food items. Anything that will be consumed like oils and grease must be on a separate list. **Everything on the packing list must come back to the USA or there will be fees/fines levied against you by the US Customs Service and this will delay the container in Customs.**

Email the completed list by June 30th to Michael Jolly at: mjolly@ama-cycle.org

MS EXCEL Spreadsheet Layout: Please use this layout when creating your Container Load List for customs.

Name:

Do not include food items • List consumable items like oil and grease on a separate list

•List large and/or expensive items separately • Include serial numbers if available

Description	Quantity	Weight Lbs.	Value USD \$	Serial Number (if available)	Two Letter Country of Origin Code
Personal Clothing - items	12	30	400		US
Riding Gear - set	1	36	625		US
Boots - pair	2	18	650		US
Arai Helmet	2	12	850		US
Tools of the Trade	1	150	1500		US

CP Pneumatic Impact Wrench	1	7	250	987654321	US
Makita Cordless Drill	1	6	150	123456789	JP
Air Filters	4	2	40		CN
CZ Chains	3	9	270		CZ
Motorcycle Stand	1	20	80		US
Kenda Tires	8	40	350		CN
2015 KTM 300 EXC Motorcycle	1	235	5500	ktm555223687942	AT

ISO Country of Origin Codes - If in doubt, use US

at	Austria	hk	Hong Kong	pr	Puerto Rico
au	Australia	id	Indonesia	pt	Portugal
be	Belgium	it	Italy	ru	Russian Federation
ch	Switzerland	jp	Japan	se	Sweden
cn	China	kr	South Korea	sg	Singapore
cz	Czech Republic	mx	Mexico	si	Slovenia
de	Germany	nl	Netherlands	tw	Taiwan
dk	Denmark	no	Norway	uk	United Kingdom
fi	Finland	nz	New Zealand	us	United States
fr	France	ph	Philippines		
gb	Great Britain	pl	Poland		

Special Thanks to:

Antti Kallonen

Robert Pearce

Jay Hall

Paul Bucher

Mandi Mastin

Dave Chamberlain

Jeff Fredette

ISDE Advisory Board

&

All the Supporters of Team USA!

