

## Welcome to the **2006 15th** Annual Black Dog National Dualsport ride!

### Pre-ride poop sheet

*We know you will enjoy this event! Please read the following info before embarking on your ride. All info can be found on our website.*

- **Last-minute update:** Due to last year's rocky situation with the USFS, this year they've promised to work with us better. We've submitted some very cool routes and we're still in the process of hearing back from them, whether we get what we submitted or not. Be aware we WILL have a sound test Friday night and each morning (USFS will be there watching), so be SURE YOUR MUFFLER IS QUIET! People with loud pipes are not welcome! If you can't go more than 70-80 miles on a tank, bring a spare, small can of petrol and our checkers can have it at a checkpoint for you. We hope to add in some geocache locations for you GPS junkies, so bring your GPS. This year's lunches will be remote, so don't expect the Ritz. ☺ Signup will be 6AM each day, but there's a chance we'll have signup on Friday too – depends how busy things are. Starting Monday, don't expect any communication back, as we're up on 'The Hood' for the duration.

**Camping:** When calling in to Mt. Hood Village [(503)622-4011], contact Donna House and say you're with the Black Dog Dualsport group and that you want to camp in the "Hemlock Meadows" area, or close to it. If you reserved from last year – reconfirm! Also, bring your family, since this entire area has a plethora of things to do, like golf, mtn. biking, hiking, alpine sliding, swimming, go-karting, etc. Sorry, no place for the kids to ride their minibikes though, as this is a normal, public campground.

**Directions:** From Portland, Oregon, take Highway #26 East towards the town of Zig Zag. Start is at the Mt. Hood Village Campground (after milepost 38 on the right). Amenities include camping, RV, pool, sauna, hot tub, etc. Spaces go fast. You must call, reserve and pay for your own cabin/camping/RV space ahead of time and ask for Donna. Call early for available motels (they fill up fast): Resort At The Mountain: (800)669-7666, Mtn. Air Motel: (503)622-3169. If in doubt, call the local Chamber of Commerce at: (503)622-4822.

**No free rides:** Nobody will be allowed to just show up and ride without paying unless they have our approval! This is considered stealing to us, since we've gone to monumental monetary and personal efforts to make this event happen. This is also a liability, since this thief has not signed insurance waivers, etc. If someone is discovered riding the course and has not paid/signed up, we will take necessary, extreme action.

### --DAY OF EVENT--

**Responsibilities:** You are responsible for your actions. Don't race around public places! People who don't understand our sport see it as noisy and dirty. They also vote. Set an example of a fun, enjoyable & acceptable family sport that doesn't interfere with anyone's space. Be courteous, smile and wave, even if they only wave with one finger. ALL riders are required to have their rider number on the front of their bike (minimum 3") Two-up people will have two numbers on the front. If you don't install your number, we will with a large felt pen or black tape at the start. Your rider number should be on this paper for pre-entered riders. If not, check the website, as they're all posted there in the "Entries Thus Far" page.

**Loud exhausts:** Noisy bikes will not be tolerated! Those of you that have been around know that a loud bike is not necessarily faster, it's just emotional horsepower. Plus, loud bikes don't save lives, they end up getting our riding areas closed. In fact, if your bike is loud, don't bother to show up. We are dead serious about this! We urge you to do everything possible to make your bike quieter. Contact us if you have questions or concerns about this issue. In fact, we will dock points for louder bikes at the checkpoints and add bonus points for the stealthier bikes. No bikes above 94db (per USFS request). We have had decent repair with the US Forest Service and other landowners thus far and we don't want to ruin it. All it takes is one noisy exhaust riding by a wilderness area for the eco extremists to start making more efforts to boot us out. Noise and speeding (around non-riders) are our biggest concerns from the landowners every year and it gets more and more difficult to host an event due to this. Be a part of the solution and not a part of the problem, therefore allowing this (and others) event to continue. While on the courses, keep your bike quiet and slow around other people, houses and rural areas!

**Emergencies:** If you have any problems along the way and need to contact someone, you can call the Mt. Hood Village at 503-622-4011 and they can deliver a message to the Start/Finish club members. You can also call my cellphone: 503-803-7837 if it's in range. Be prepared for your adventure. Have your scooter properly adjusted, tightened, and lubed. Carry the proper tools to make repairs and a spare front tube (which can also be used for the back tire) with appropriate tire repair equipment in case of a flat tire. Be ready to fix your own repairs. Our friendly sweep crew will be armed with only items they can be trusted with: duct tape, bailing wire and a butter knife. However, though they may not be Mr. Goodwrench, their word is final: if a rider argues with them, that rider will automatically be disqualified. Bring more clothing than you would expect: better to shed a jacket than wish you had one. If it starts to rain, you will really like yourself by bringing raingear with you. Our motto is: If you bring it, you probably won't need it! If it's hot, drink PLENTY of water before the event and take some with you.

**The Course:** Past years have been hot dawgs, wet dawgs, good dawgs, killer dawgs, sled dawgs, etc. This year appears that it will go down in history as another **warm** dog. Should be lots to talk about afterwards! The weather guessers are saying great weather so far, just warm. The main "easy" or "B" course could, of course, be traversable by an aggressive 4WD (gravel, and occasional easy trail). We will also have a "C" course that will only consist of gravel and pavement. The USFS is supposed to let us use more than just McCubbin's Gulch OHV Area for "A" trails. Plenty of good experiences to keep you all yapping, benchracing and lying when

you get to the finish! Oh, and some of the views are nothing short of stellar! The courses consist almost entirely of US Forest Service (and some private) land and your cooperation is required to allow future dualsport rides. Don't litter. If you carry it in - pack it out.

**Course Marking:** Bring a roll chart holder (enduro type) and *believe* in the roll chart. These 2" wide charts will be your bible. We have also provided maps, but our roll charts are much more exact. We have painstakingly described and included every significant turn and intersection of the course on the roll chart. We have put up confirmation ribbons out on the back country dirt roads and trails where road signs may not be obvious. These ribbons are attached (when possible) to the right side of the course slightly after an intersection, confirming the proper turn. There are no other markers. The orange ribbons that we used are attached to **clothes pins only!** Other ribbons may be lurking on the course, but they are not ours! As usual, in the past few weeks, we have noticed that some of our ribbons have been taken down. We will go out a few days before the event to confirm that they are still up and/or re-install them, but there is always a possibility that some unscrupulous person may take down or relocate them, hence, believe in the roll chart.

The course was mapped from an electronic enduro computer that displays to 1/100th of a mile. It has been calibrated to within a few feet of an exact mile. It doesn't get more exact than that! (Nothing but the best for you riders!) As the flyer said, there will be speedometer resets about every 10-15 miles to accommodate speedometer error should your speedo happen to be slightly off. Throughout the ride, if you are ever in doubt: **stay on the main course.** Follow **YOUR** selected course only. If you elect to ride the easier route and end up just following someone else (who, unknown to you, is a more advanced rider and may be riding the A course), you may end up on the advanced sections and will really not like yourself. The same goes for the advanced riders - you might be bored on the easier sections. Elevations range from about 500 feet to around 6,000 feet, so prepare for possible carburetor jetting, temperature and clothing changes. There may be last minute course changes, due to land closure issues, weather or people thinking we're Hell's Angels. We'll let you know what the changes are at sign-up. Lunches will be provided for you on both days, but you can also purchase other eats at the one Chevron Station. Gas stops will be at the most, about every 70-80 miles.

We prefer (and the Forest Service requested) riders to go out in segments of two bikes per group. Two bikes allow one rider to help the other if there is a break down or if one rider gets stuck. More than three bikes tends to create a long accordion effect, intimidates non-motorcyclists and makes a large amount of dust on the dirt roads (if the weather is dry). If you come by yourself, we can assign you with a riding buddy of the same skill level. Let us know. If you break down, **stay on the course!** Our friendly sweep crew will be happy to assist you **if they can find you!** They will be out on the course about a half hour after the last rider leaves the start. **You will be required to leave something of value (like an AMA card, Costco card, AA card ☺, etc.) before you can leave the start of the event.** If it's not something of value (like a business card), **you will NOT be allowed to leave.** This way if you bail out early halfway through the event and don't tell anyone, you will check in at the finish to pick up what you left and we will know you made it back in. If an emergency dictates that you must take a shortcut back, tell someone the route you are going first & **turn in your scorecard at a checkpoint or the finish!** If we spend all night looking for you (since we don't know if you came in or not) and we find out later that you came in without turning in your card, the club will personally put your name in as many junk mail, spam lists as possible and publicly flog you! ☺ We recommend riding with your high-beam light on, instead of low-beam. It's a little brighter, but at least you are seen by oncoming vehicles.

Treat the back roads the same as a highway: **stay to the right around ALL turns.** Always assume someone is coming at you on blind turns. You never know when a log truck, other riders, etc., will be coming the other way. Don't end up being a hood ornament for a Kenworth logtruck. Don't lose your scorecard. Two-day riders will use the same one for both days. Don't ride on the banks of roads! At least not where non-motorcyclists can see the tracks. It's fun, but looks ugly. Enough lecturing - **you're gonna love this ride!** Be sure to check out the NWT&T website for last-minute info.

**Festivities:** We plan on having a short, fun, Friday-night puttsy up into the mountains and back, if you're interested. Cut-off time for Saturday's ride is 6pm. At this point, we will hand out a few prizes for the Saturday-only riders. Cut-off time for Sunday is 4pm. After that, we will hand out a few prizes for the Sunday-only riders and then commence to the big prizes for the 2-day riders and the big \$300 cash prize. On another note, just a few miles away in Sandy, OR, they are having the Sandy Mountain Festival, should it pique your interest afterwards. Plus, our licensed massage therapist, Ilse, will once again offer a soothing massage after a long day's ride for a modest fee. Also, don't forget that ISDE USA Team Mgr. Gunny Claypoole will have Team USA apparel for sale to support our team in the world ISDE!

**Final requirement:** Having fun – plan on it!

ride on and see ya there! **Tom Niemela and the gang of NW Tour & Trail**

