



Welcome to the 2016, 1st Annual Dogface Dualsport/Adventure 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.

- **Fire Danger?:** Currently we are good to go on everything. We will lay out A trail routes, but (depending on USFS's weather call) be prepared for trail or no trail!!!
- **Sound:** Be aware we will probably have a sound test (USFS will be there watching), so be SURE YOUR MUFFLER IS QUIET! People with loud pipes are not welcome, since they ruin our sport!
- **Fuel:** If you can't go more than 80 miles on a tank of petrol (AMA requirement), carry some, or bring a spare, small can of petrol and our checkers can have it at a checkpoint for you. Signup will be open around 7AM-ish or whenever our coffee gets made.
- **Staging Area:** We are staging at the Diamond Lake Resort Activity Center. It's easy to find, simply go to the Lodge and it's just before the Lodge on the right (across from Cabin #25).
- **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 large 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, very-extreme action. Please do not put us into this situation!
- **GPS:** Yes, we will provide GPS tracklogs onto "your" USB thumbdrive, however it is up to YOU to install onto your GPS. There are too many problems with different GPS units, and no way to show danger spots, so bring your laptop to facilitate loading onto your GPS. We hold steadfast in that the rollchart is the best way to go, more accurate and besides it's more fun!

--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 should have their rider number somewhere on the front of their bike (minimum 3") like the headlight or number plate if you have one. Two-up people will have two numbers on the front. If you don't install your number, we will write it with a large felt pen or black tape at the start. Your pre-entry rider number should be on the website pre-entry list, as they're all posted there in the "Entries Thus Far" page.

Loud exhausts: Again, 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! This issue is not open for debate! 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. We have had decent repair with the Forest Service and other landowners thus far and we don't want to ruin it. All it takes is one moron with a noisy exhaust riding by 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 event (and others) 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 my cellphone: 503-803-7837, but cell service is sketchy up there. Our sweep crew will have radios though for emergencies. 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. It will be hot, drink **PLENTY** of water before the event and take some with you.

The Courses: As always, we offer fun routes for everyone, whether they're on a big sidecar, adventure bike or a small dirtbike. Check our website to see the different skill-level definitions. There is plenty of extreme elevation change throughout the course. Some of the views are stellar! The course consists almost entirely of USFS and some private lands, and your cooperation is required to allow future dualsport rides. Don't litter. If you carry it in - pack it out. In fact, for extra points, we will supply you with a garbage bag to bring trash out of the forest.

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 painstakingly described and included every significant turn and intersection of the course on the roll chart. We have put up confirmation markers out on the back country dirt roads and trails where there are no road signs. These markers 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 bright-pink markers that we used are **clothes pins only!** Other markers 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 markers have been taken down and/or moved. 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 have taken down or relocated 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 daily 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 10-20 miles to accommodate speedometer error should your speedo happen to be slightly off. We take our rollcharts very seriously, so plan on quality! Throughout the ride, if you are ever in doubt: **stay on the main course**. Elevations range normally from 4,000 to 6,000 feet, so prepare for possible carburetor jetting, temperature and clothing changes. Gas stops will be at the most, about every 80-90 miles. We do plan on having hot dogs or something similar at the finish.

We prefer (and the USFS 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 (and it is dusty out). If you come by yourself, we can assign you with a riding buddy of the same skill level, or just ask around – just bring it up at the rider's meeting. 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 simple business card), **you will NOT be allowed to leave, so do NOT act surprised when we require this at the start!** This way if you quit 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 and sheriff's 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 better.

Treat the back roads the same as a highway: **stay to the right around ALL blind 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 Mack Truck. This is a major OHV area, so be aware of trail riders crossing the roads. Don't lose your scorecard. 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: cut-off time for the ride will be 5pm, or earlier if everyone comes in beforehand. At this point, we will hand out trophies, then onto the prizes and the \$100 cash prize!

Final requirement: Bring a smile and have fun – we will, so plan on it!
ride on and see ya there!

-Tom Niemela and the notorious gang of NW Tour & Trail

