

## **Important event information:**

**No parking or riding on the Air Strip.**

**Sign up opens at 7am  
Mandatory Rider's Meeting 8AM!!**

**Course is dry and dusty!!** Don't follow so close to the riders ahead of you that you can't see the road ahead! Rocks, branches, potholes, ruts, etc. can be lurking in the dust cloud.

### **Follow YOUR roll chart, not the rider ahead of you!**

Follow YOUR selected course only. Parts of the course have A and B sections that follow the same roads for several miles. 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 get in over your comfort level. The same goes for the advanced riders - you might be bored on the easier sections. The roll chart is broken up in to several sections, labeled **A**, **Main** and **AA**. If you elect to ride the **A** options, you do NOT have to ride them all, you can pick and choose which **A** options you ride.

### **RIDE WITH CARE!**

This isn't a race. Don't pass other riders when unsafe to do so, and don't pass them in a manner that puts either of you at risk. You are responsible for your actions. Use the buddy system.

### **A options: (Advanced Riders)**

Sections for advance rider looking for a little more challenge or longer ride. Generally you can expect to find technical sections requiring advanced riding skills. Can include narrow single track trails with steep drop offs, trees to go under (or over), tight sections with overgrown brush, etc.

### **AA options: (Expert Advanced riders)**

Very technical sections, only for the expert advanced riders. Expect to find some single track trail with extremely challenging obstacles such as steep very dry and loose hill climbs strewn with gnarly rocks, roots

### **B / Main course: (B options: for beginner, intermediate, and big bikes unless otherwise noted, Main course: for all riders)**

Relatively easy gravel or dirt forest roads, two track roads. Can also include overgrown two track roads

### **C / Super Easy:**

When sections of the Main course include portions that might be difficult for bigger adventure class bikes (KLR 650 or bigger) or novice beginner riders, there will be a Super Easy option to bypass

**USE OF THE ROLL CHART IS AT YOUR OWN RISK!**

Riding this event you agree to release any and all entities from liability, including but not limited to:

Lake Wenatchee Rec Club

US Forest Service

Chelan County, any and all municipalities

**YOU ARE RESPONSIBLE FOR OPERATING YOUR MOTORCYCLE IN A SAFE AND PRUDENT MANNER AT ALL TIMES!! OBEY ALL LAWS, including traffic laws & speed limits!!** Speed limit on USFS Roads is 35mph unless otherwise posted. Speed limit on the Mad River Road is 25 mph. You can expect to see Law Enforcement presence out on the course, whether it's USFS LE officers (yes, they CAN write traffic citations) or Chelan County deputies.

**STAY ON ROADS or TRAILS, NO CROSS COUNTRY TRAVEL, NO Highmarking of banks and Berms!!** Past years there have been other user groups out on the course waiting with camera in had to photograph event participants going off road or off the designate course. Then they use these photos to try and portray motorcyclists as irresponsible users of the forest, which in turn can get us shut out of areas to ride.

**RIDE ON THE RIGHT SIDE OF THE ROAD. EXPECT ONCOMING TRAFFIC AT ALL TIMES!!  
DANGERS NOT IDENTIFIED ON THE ROLL CHART ARE EXPECTED TO BE PRESENT!!**

<p><b>A1</b> On the Lower Chiwawa Trail, expect oncoming bike traffic from other OHV enthusiasts. This trail is very popular AND busy</p>	
<p><b>MAIN 4</b>, at the 5200 / 5800 split, at the <b>4.65 ↗ UP 5200 RD</b>, it's time to decide if you would rather follow the brushy overgrown portion coming in a few miles, or take the "super easy option".</p> <p>The Course goes on the 5200 Road, and follows parts of an old overgrown 2 track where you WILL have to weave through small trees, overgrown brush, etc.</p> <p>Super easy option – stay ← on main road (5800 RD) and follow it to the end, then turn right on the pavement (Mad River Road), then follow that to the end and go right on the Entiat River road to Ardenvior for gas/checkpoint</p> <p>We recommend the super easy option for Adventure class bikes KLR650s and bigger, unless you don't mind the challenge, and getting brush in the face and brush pinstripes on your big bike. Novice beginner riders may want to consider going the easy route too. See <b>Roll chart to the right:</b></p>	<p>*****MAIN 4***** <b>RESET to 0.0</b> <b>0.0 ↑ 7805 RD</b> <b>1.0 ← UP 2 TRACK</b> <b>2.9 ← UP GRVL RD</b> <b>4.55 →</b> <b>DECISION TIME at 4.65 left turn coming up: SUPER EASY OPTION: stay ← and follow 5800 RD to Pavement, then → on Mad River Road, then → to Cooper's Store.</b> This option is recommended for all adventure class bikes, KLR 650s and UP and novice beginner riders)</p> <p>All other riders, continue: <b>4.65 ↗ UP 5200 RD</b></p>
<p><b>MAIN 6</b></p> <p>At 5.25 miles there is a particularly nasty washout. While marking the course, this washout caught us by surprise causing two of our crew to eat dirt.</p> <p>You CAN'T see it until you are right up on it, probably about 80' before getting to it, which is no where near enough time to take corrective action.</p> <p><b>SLOW DOWN, STAY RIGHT.</b> We will try to hang some ribbons from the trees as a warning, but remember, SLOW DOWN and watch the roll chart!!</p> <p>Don't ride in the dust cloud of those in front of you.</p>	<p>*****Main 6***** <b>RESET to 0.0</b> <b>0.0 ← Up Pavement back the way you came in</b> <b>.1 ← Mad River RD</b> <b>2.2 ← 5800 RD</b> <b>4.55 → 410RD</b> <b>!!!!CAUTION!!!!</b> <b>!!!! WASHOUT !!!! !</b> <b>!!! AHEAD !!!!</b> <b>SLOW DOWN &amp;</b> <b>KEEP to the FAR RIGHT!!</b> <b>5.25 WASHOUT!</b></p>

**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.

**Loud exhausts:** Noisy bikes will not be tolerated! Those of you that have been around know that a loud bike is not necessarily faster. 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. 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. 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 While on the courses, keep your bike quiet and slow around other people, houses and rural areas!

**The Course:** The courses consist almost entirely of US Forest Service, County and some private lands, and your cooperation is required to allow future dual sport rides. Don't litter. If you carry it in - pack it out. Don't expect to be able to re-ride the course, because parts of it cross lands that we have special permission to use just for the event.

There are several scenic overlooks with great photo opportunities. When stopping to take pictures or take a break, please park out of the way of other traffic.

**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 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 pink and yellow ribbons that we used are attached to **clothes pins only!** Other ribbons may be lurking on the course, but they are not ours! We hang the ribbons the day before the event, but there is always a possibility that some unscrupulous person may take down or relocate them, wildlife have been known to eat the ribbons too, therefore, believe in the roll chart.

If you are new to dual sport events and need some assistance understanding the roll chart, look for a sweep rider after you get signed up, they are wearing orange safety vests.

Throughout the ride, if you are ever in doubt: **stay on the main course.** Elevations range normally from about 2000 feet to around 6,000 feet, so prepare for possible temperature and clothing changes. If there are any additional course updates, we'll let you know what the changes are at the riders meeting. If you break down, **stay on the course!** 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

We recommend riding with your high-beam light on, giving you better chance of being seen by oncoming vehicles. 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, mountain biker, etc., will be coming the other way. Don't end up being a hood ornament for a Peterbilt logging truck. Don't lose your scorecard. Don't ride on the banks of roads!