

# President's Letter



2020 was a challenging year for everyone, even trials. While some events were canceled, we learned how to take Covid precautions and still have some amazing events. Attendance was good all things considered.

## MEMBERSHIP UPDATE

Due to Covid 19, NITRO will not be having our annual meeting to discuss minutes, rules and elect officers. Officers will remain in place for 2021, unless there is interest in a position. Eric Miller will be stepping down as treasurer in 2022. We appreciate his time and efforts over the years. If you have interest in being treasurer for 2021, please let Warren Lange know. Eric will remain on the District 17 Board of Directors representing Trials.

## CURRENT CLUB POSITIONS

<b>President:</b> Warren Lange	<b>Secretary:</b> Jeff Franklin	<b>Referee:</b> Travis Lange
<b>Vice President:</b> Ralph Littlefield	<b>Treasure:</b> Eric Miller	

## BECOME A CLUB MEMBER

In 2020, 15 members joined the club.

### Single membership - \$10

- \$25 rider fee, save \$5 off each NITRO event.

### Family membership (all household members) - \$15

- \$25.00 rider fee for 1st family member, save \$5 off each NITRO event.
- \$20.00 rider fee for 2nd family member, save \$15. Every family member after that is \$5.00 each.

Join today and be a part of our trial's community and help the sport grow. Get the whole family involved.

## NEW SENIOR B CLASS

We have received requests for a less challenging senior line. For 2021, NITRO will be offering a new Senior B Class (50 and over) will be a non-points, paying class with trophies awarded. This class would ride the green line, and will be in addition to our traditional Senior Class riding the blue line. District 17 rules will remain intact until we gauge interest.

## 2021 NITRO HOSTS THREE EVENTS IN 2021

- **Two-day Lena, IL**  
Gary Lingbeck has graciously offered to host.
- **Pearl City, IL**  
Tito Nappi's place. He's a long time District 17 rider, and an event you won't want to miss.

I think we have a bright season ahead in 2021, and I hope to see you out there. Stay healthy, practice and I'll be taking dabs with you this year.



NORTHERN ILLINOIS TRIALS RIDERS ORGANIZATION

# 2021 Newsletter

## SETUP HELP GREATLY APPRECIATED

When we prepare for events this season, we would appreciate help with section setup, clearing and loop layout. The more participation, the better the event. It's not all work and no play, bring your bike, quad, string trimmer, chain saws and loppers. Work for part of the day and go putt around, practice or trail ride. Jeff's place in Oregon, takes six people, 40 hours each to put on a two-day event for an idea of the time it takes to setup an event. Foliage overgrowth and clearing takes the most time.

## Benefits of volunteering:

- Become familiar with the venue
- Great exercise
- Opportunity for extra practice or trail riding
- Learn to read and build sections with proficiency
- Bond with your trial's buddies



## Preparation for the upcoming season can make a difference for you and the staff during sign up.

- ✓ **Check your AMA card expiration date.** If you are bringing someone new to ride at the event, have them join before the event.
- ✓ **Renew your District 17 card.** This expires Dec. 31st for all riders. Remember, everyone with a IL address must have a District 17 card to ride in District 17 events. You can use this card to ride District 16 events, but you will not get District 16 points.
- ✓ **Renew minor release for the younger riders.** The paper work needs both parents or guardian's signatures. They have an annual release or a one day only release. Releases can be found on District 17's website.
- ✓ **Review the new and old regulations.** Trials rules have changed, and this is a good opportunity for a refresh.
- ✓ **Watch AMA Risk Management Videos**  
[www.americanmotorcyclist.com/Story/risk-management-videos](http://www.americanmotorcyclist.com/Story/risk-management-videos).

# Motorcycle Maintenance 101

After almost 45 years of riding dirt bikes, countless teasing sessions from riding friends around the country, it's time to share some OCD tidbits. I can't even say I enjoy working on motorcycles, I will admit to enjoying the feeling of knowing if my bike breaks down in the woods, it's not because I didn't love it enough. Like most motorcycle enthusiasts, I don't get enough time in the woods as I would like. Over the years, we've all seen people waste their day messing around with a machine with mechanical failures that could be taken care of long before the tires hit the dirt. Trials bikes in particular aren't the most robust bikes ever made. There, I said it. Due to their light weight and relative low manufacturing volume, trials bikes seem to fall behind the mainstream (Yamaha, Honda, Suzuki, etc.) Motocross bikes when it comes to ease of wrenching. There's simply not enough R&D funding and annual volume in the modern trials bike to be fitted with special parts. In the following article are some tips and guidelines I've picked up over the years. We don't have time to get into every detail, but I hope this helps one person have a full day in the woods, vs wrenching in the pits. Let's break this down into three main systems. Tires/Wheels, Engine, and Chassis and suspension.

## **TIRES/WHEELS** - Check every ride

Check tire pressure. With the relative low tire pressures trials bikes run, one could assume it was "enough", or mistake the pressure as "not enough". Dirt bike tire pressure is a balancing act. The lower the pressure generally the better the grip. That being said, if you're riding in an area with rocks, it's easier to get a "pinch flat" in the front tube, or damaging the rims due to not enough cushion given by the air pressure. Everyone does it a little different, I personally run 5 PSI in the front, 4 PSI in the rear.

Check wheels. The amount of abuse a trials bike wheel is subject to is extreme. The spokes and rims take what ever the tires don't absorb. Over time, cracks may form in the rims. The spokes also need to be inspected and tightened accordingly. It only takes a minute to inspect for rim cracks, as well as spoke tension. The easiest way I've found is to simply tap each spoke as you spin the wheel around. When you find a loose spoke, it will sound different than the rest, similar to a tuning fork. Ting, Ting, TWANG. It sounds more difficult than it is. The wheels may also need truing up after some big hits. This is something you can do yourself, but when starting out- please get a lesson or take it to a bike shop. It's very easy for it to get out of hand and you'll end up with worse off than when you started.

Submitted by Tim Freed

## **ENGINE** - See owner's manual

Check engine/gearbox oil every ride. Oil change intervals will vary. Personally, I change the engine oil in the 4 strokes more often than the gearbox oil in the 2 strokes. The fuel/oil mixture acts as the lubricant for the crankcase in the 2 strokes, where the gearbox oil stays cleaner. In the 4 stroke models, the engine oil acts as crankcase and gearbox/clutch lubricant. See owner's manual for oil specifications and capacity.

**Coolant**- change every couple years unless there is an over heating issue. Pinched radiator, faulty water pump or fan issues could cause engine temps to rise higher than normal. I use a stick-on temperature gauge to keep an eye on engine temps.

Over time, the engines will need other components. Clutch plates, new piston/rings, etc. This isn't the time to cover those topics. Seek help when there's a problem.

## **CHASSIS/SUSPENSION** - Check annually

We ride our dirt bikes in all types of conditions, mud, water, sand, etc. WILL find its way into anything that moves. Wheel bearings, suspension linkage, even steering stem bearings are subject to EARTH. Trials bikes are also famous for not keeping out said EARTH, especially bearings and suspension linkage. The tight spaces make it difficult to design in contamination exclusion devices (yes, I'm a seal Engineer, give me a break). Most of the trials manufactures don't even put bearings in the rear suspension linkage, the bushings will tend to have the grease washed out and squeak. This squeaking is metal to metal contact. If left unattended, you'll notice abnormal slop in the rear suspension linkage. It's always better to replace said bushings before the actual components wear (read as expensive). Once a year, it's a good idea to tear down the rear end and lubricate/inspect the linkage components. This is a good time to check both wheel bearings as well. A simple spin with the fingers, make sure they don't feel "gritty", replace if needed.

The front suspension will need maintenance as well, fork slider bushings wear, fork seals will leak, steering head bushings will become stiff. Depending on how often you ride, once every couple years should be sufficient in this area.

## **THROTTLE CABLE, BRAKE LINKAGE BRAKE PAD THICKNESS** - Check monthly

Make sure throttle snaps back when twisted. If it doesn't, check cable routing, lubricate, or replace if the cable is damaged. This could turn into a safety issue if left unattended.

Brake pads- check to make sure there is still "meat" left on the pad, this should take a 5 second glance. Rear brake linkage should be checked for function before each ride.

