

Tim Weaver

Tim is one of the millions of baby boomers who drove the explosion of motorcycle popularity in the middle of the Twentieth century. Like many of his friends, he learned to ride in the vacant lots on the Southside of Indianapolis. For Tim, the goal was to become proficient enough to enter competitions and motocross was the way to do that. Quickly finding that he neither had the talent nor the money to be successful at motocross, he headed to the woods and rode a few enduro events. Tim quickly learned that he preferred enduro events much more, even if he wasn't good at them.

Graduating from high school brought home the reality that Tim did not have the money to continue to do enduros, so his tired Hodaka Wombat was refitted for street duty and ridden daily to work, as Tim didn't own a car. Tim didn't purchase a car until he was 21. For the next seven years a succession of street bikes went through his hands with only an occasional dabble into the dirt world.

In the late 70s Tim worked part-time as a mechanic at a local shop that was owned and frequented by hillclimbers. After going to watch them for several years, he decided to get in on the fun since it seemed like a laid back way to race. Starting on a \$100 Suzuki TS-185 that he built into a hillclimber, things rapidly got out of hand. A new '84 Kawasaki KDX-200 was purchased and set up strictly for hillclimb competition. At the time, District 17 (central and northern Illinois) was a hotbed of hillclimb competition with 22 events scattered over seven hills and producing multiple National Championships. Tim spent the summer of 1985 competing against the best driving back and forth to compete. He ended up second for the year in District 17 after missing a doubleheader weekend due to the passing of his father.

Experience gained during this time helped him to achieve his goal of a national hillclimb championship at the 500+ foot hill at Bay city, Wisconsin in 1986.

Tim rode the 200cc class one more year, sold the KDX and rode an XR600R in the 750cc class with his best finish. He scored a second place at the 1988 Illinois State Championship at the rough hill near Polo, IL against 120+ horsepower Kawasaki 750 triples. That year, his team also went to the last "Widowmaker" hillclimb near Salt Lake City, UT and finished fifth in the Open expert class.

He has participated in a total of six amateur national hillclimb events, the most recent in 2010 at the "Devil's Staircase" near Oregonia, OH on a vintage (and slow!) 125 Hodaka.

Growing weary of the driving necessary to hillclimb, he sold his XR600R and returned to the woods. He also rode trials competition for three years from 1987-89 as well, again not showing a lot of talent but enjoying it.

A motorcycle life-changing experience happened with the first "Buffaloe 50" in 1989. This event changed his direction. That and helping to lay out the 1990-1991 "Story Ride" took him into the long distance trail riding and adventure world. Many trips to Kentucky to ride in the Daniel Boone National Forest, which was completely open to motorcycle use until around 2000.

Multiple trips to Colorado followed as well, two with Sam Corro, the creator of the "Trans-Am Trail." On the trip west in 1999, Tim did double duty and rode the Ute Cup trials, a two-day high altitude event.

Injuries and responsibilities limited his ability to ride the harder edged events and for the last 16 years, Tim has focused more on backroad adventure riding.

The Basics

- Riding 45 years, since 1971
- Lifelong Indianapolis resident
- 60 years old
- Married 35 years to his wonderful and understanding wife, Chris
- Employed by Allison Transmission, Inc for 36 years

Awards & Events

- AMA 200cc National Champion 1986
- AMA district 15 Hillclimb Referee, 1985-88
- AMA District 15 Off-Road Congressman 1988-91
- AMA District 15 Hare Scrambles Referee 1992
- Hangover Rally timed run winner – 1986 & 2001
- Overall winner – 1988 true Grits 50cc Fun Run, Suches GA