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Oregon Motorcycle Riders Association, Inc.
PO Box 2984, Tualatin, OR, 97062-2984

Protecting your right to ride!

Below is a listing of the Statewide Rec Plan Meetings, so please attend (if you didn't already). Also here's some data on how to properly do sound tests, and what to expect and other items. C,ya on the trails! Ride on, Tom Niemela

Oregon's statewide off-road sanctioning organization

From the Prez

By Jon Allred



The Ubiquitous Motorcycle

I'm starting to notice motorcycles everywhere. A few weeks ago I drove by a house in my neighborhood and noticed for the first time that there were two motorcycles in the garage. I smiled when I saw that they were covered in enough mud to indicate that whoever owned them knew how to have a good time.

Early on

Saturday mornings, I also regularly see a truck pulling a trailer crammed full of dirt bikes ramble by my house, turn the corner, and head down to the end of a cul-de-sac. In a little while, the truck usually passes my house again and some how they have managed to cram one more bike in the trailer. Again, I smile when I think of all the times that I have loaded a trailer "Beverly Hill Billy" style and gone off for a day of riding with a rat's nest of tie-downs straining to keep all the bikes in the trailer.

The other thing I've noticed is that I haven't seen these guys at any of the OMRA events. If they are anything like I used to be, they are probably off having fun chasing each other through the woods like they just robbed a bank. When I first got back into motorcycle riding, I wasn't really aware of the events that were sponsored by the OMRA. All it took was an invitation. After my first time sitting on a starting line, I was hooked.

So, the "take-home" message of this article is this: It just takes an invitation. Most of us see motorcycles everywhere. We strike up conversations with total strangers at the gas station if they have a motorcycle in the bed of their truck, we know of people at work that ride, we see motorcycles in someone's garage a couple blocks from our house. What we don't always do is invite. So, let's tell people about the OMRA and the events that we have so much fun participating in.

Last week, I had my office painted. It turned out that the painter, a guy named Ron, had a dirt bike and wanted to start riding again. I told him about the OMRA, showed him the web site, mailed sign up information to

him, and invited him to the first event. Ron, I hope to see you at the races!



Attention: Statewide Trails Plan in Process!

PLEASE get as many of your OHV enthusiasts to go to these upcoming meetings. You can be sure that the enviro extremists will be there in force to close down **OUR** riding areas, so do not give them the chance! Go here to get the time and place for **your part of the state**:

http://www.prd.state.or.us/trailsplanning_workshops.php

Locations/Dates:

(La Grande, Burns, Bend, Klamath Falls, Grants Pass, and Bandon have already had theirs.)

Location: Lincoln City **Date:** 5/20/2003

Site: [Driftwood Public Library](#), 801 SW Highway 101

Location: Portland (Aloha) **Date:** 5/21/2003

Site: [Historic Jenkins Estate](#) (Stable), 8005 SW Grabhorn Road, Aloha

Location: Eugene **Date:** 5/22/2003

Site: [City of Eugene Public Works Bldg.](#), 1820 Roosevelt Blvd, Building 2 Conference Room

STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN

During the last 2 years, the Oregon Parks and Recreation Department has actively engaged public and private sector recreation providers, recreational interest groups and citizens across the state in a planning effort to complete a Statewide Comprehensive Outdoor Recreation Plan (SCORP) for Oregon.

The plan constitutes Oregon's basic five-year plan for outdoor recreation. It provides the state with an up-to-date regional information and planning tool serving as the basis by which all Oregon recreation providers (state, federal, local, and private) catalogue and rank their recreation needs, obtain funding through partnerships and grants, and affirm their respective roles.

STATEWIDE TRAILS PLAN!

The statewide trails planning process will include a series of issue scoping workshops held in locations across the state. The following type of information will be gathered for

each of the 3 trails planning components (motorized, non-motorized and water):

- Identification of regional trail issues
- Identification of regional trail needs
- Identification of potential trail development opportunities

In a cost-savings effort (e.g. to reduce meeting administrative and travel costs), each workshop session will address issues, needs and trail development opportunities associated with motorized, non-motorized and water trails in the planning region. The format of each workshop will allow adequate time for discussion of each of these 3 trail types and topics.

Early in the trails planning process, OPRD staff identified a total of 6 regions for the trails planning effort. Each region is of sufficient geographic area to have a unique set of trail related issues and associated management concerns. A series of issues workshops have been scheduled for locations in each of these regions:

Workshop Format

Daytime sessions (11 am to 4:30 pm) will be open to all public-sector recreation providers within the region. These providers include all federal and state agencies, county, municipal, port and special district recreation departments, and Native American Tribes.

Evening sessions (6 pm to 8 pm) will be open to the general public including interested members of the public, trail user groups or clubs, commercial organizations (e.g., guides, outfitters, sports equipment retailers), or any other organizations of persons interested in providing trail-related issues, needs and opportunities within the planning region.

STATEWIDE TRAILS PLAN

During the 2003-2007 Oregon Statewide Comprehensive Outdoor Recreation Planning (SCORP) process, recreation providers across the state expressed a strong desire for the Oregon Parks and Recreation Department (OPRD) to update existing Oregon Statewide Trails Plans (OHV and Recreational Trails Plans). They also felt the trails plan should address a growing interest in canoe, rafting, and kayak routes (water trails) throughout the state. Based on this reported need, a planning objective in the Oregon SCORP states that OPRD will develop a Statewide Trails Plan with input from federal, state, special district, county and municipal providers and advocacy groups.

As a result, OPRD is embarking on a 2-year statewide trails planning effort beginning in January of 2003. The effort involves separate (but concurrent) motorized, non-motorized, and water trails planning components. Specific planning objectives include:

- Assessing the needs and opinions of Oregon's citizens as they relate to trail recreation

opportunities and management (motorized, non-motorized and water).

- Establishing priorities for expenditures from the Oregon ATV Grant Program, Federal Recreational Trails Program and other applicable sources.
- Developing strategic directions to guide activities for OPRD's ATV Program, statewide recreational trails planning and water access goals.
- Gathering additional inventory measurement data for motorized and non-motorized trail resources and facilities.
- Conducting a systematic inventory of existing and potential water trails and facilities, identifying priority needs and potential funding sources.
- Recommending actions that enhance motorized, non-motorized and water trail opportunities to all agencies and the private sector who provide trail resources in Oregon.

The effort will result in 3 planning documents, packaged into one volume, providing a one-stop planning document for recreational planners who often work on motorized, non-motorized trails/riding area planning and water trails. The plans will be designed as an information resource as well as a planning tool to guide agencies for the next 5 years. Final planning documents are scheduled for completion in December 2004.

This area of the OPRD website will eventually contain separate sections on motorized, nonmotorized and water trails.

MASTER PLANS

The Oregon Parks and Recreation Department master planning staff is continually involved in the long-range review of state park system properties.

A master plan is a assessment of resource suitability, recreation opportunities and development recommendations. It is not just a site design, but includes site designs for any development proposals in the plan.

The plans include management guidelines for each park's natural, cultural and scenic resources, and interpretive objectives. Each plan is intended to guide future development in the park over a 15-20 year period, but resource guidelines may be intended for use for longer periods.

As new draft master plans are developed, they will be posted on this page for public comments.

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I Be The Referee

By Ellis Cookman

I wanted to put in a little note about what's up with OMRA's new referee. I became the new referee at our last yearly meeting and was voted in by the OMRA members (well those that attended the meeting). What I was asked to do is go to all the GP races and be visible (that will be easy) so people know that OMRA is being represented. I will join the other OMRA officers that also race. Our hope is to make the GP and Cross-country races consistent so everyone knows what to expect. We have a set of rules for racers to follow and you can find them on our website. I do not walk around with a black flag and DQ riders. The local club does that if needed. If there is a problem at a race and a rider needs to make a protest that is when I get involved. I take the information back to the OMRA meeting and all the referees vote on what to do. Last year no one contested anything. That's just the way I like it. If you want to find me at a race just look for a big black dog and follow the leash. Yes it's true I have more hair than my dog. Please do not throw a ball or stick when I am holding the leash. At the GPs in Goldendale you will also find me at the riders meeting getting the word out. That "word" is a prayer of thanks, and asking for a safe race. I consider it an honor to do that. Hope to see you at the races. Don't forget to put on your numbers and letters that designate the class you race in.

How To Properly Perform Sound Tests – Sound Testing 101

By Tom Niemela

Since there have been numerous concerns and varying methods of performing sound tests recently, I'd like to take a stab at clearing the air on this. This info should help both those who are performing the sound tests and those who are receiving them. I just got back from a national NOHVCC Conference (<http://www.nohvcc.org>) in Charlotte, NC, and got the latest scoop from landowners, AMA and MIC.

First thing is to let everyone know that just buying a db meter from Radio Shack won't cut it. Why? Because they don't come with a calibrator. This is a mandatory requirement, since quality db meters need to be calibrated at least every half hour or so. If somebody knows of a way to calibrate the Radio Shack units (without using the calibrator from a \$2k unit), I would love to be enlightened. Therefore, it makes them useless, which explains why I personally have seen a stock XR250 Honda measure as high as 98db and also down into the low 80's with them.

With that, let's get to the proper method of measuring exhaust sound. A few things are required:

* A quality sound meter that can be calibrated. Intercomp Racing Products offer about the cheapest one that calibrates. You can find them on the web at:

<http://www.intercomp-racing.com> The cost of this unit is \$209, part #360015. A sizeable chunk, but I've personally ordered one today for the OMRA that can be used by the clubs.

* A manual that shows the proper RPM. The proper RPM is half of maximum redline for each brand and size of engine. The latest update to this manual can be acquired from the Motorcycle Industry Council (MIC) at: <http://www.mic.org/> (Look in the downloads section.)

* A tachometer: There are two methods here - an inductive, electric tach or an oscillating needle style. Problems have been found with the electric ones reading double the pulse, which then shows an improper RPM level. What appears to be the easiest and most reliable method is the oscillating needle that is sold by Briggs&Stratton, believe it or not. It is manufactured in W. Germany and sold/imported by B&S under the name of 'Treysit' sirometer or vibratach. You can see it here: http://www.perr.com/images/bs_19200.jpg or here: <http://www.treysit.com/> Cost is about \$17. Just keep turning the wire out and it gets wider and wider - that's the point to measure (at its widest arc).

* A 20-inch piece of string. Do not use a wire. Most testers tie the string to the end of the sound meter. Be sure it's a full 20" measured out from the meter.

* A straight wire for measuring spark arrestor. Basically a straight coat hanger works fine for this. Just stick it up the muff and if it does not pass through all the way, then it's good to go.

Now that you have all the necessary items to test with, let's do a test. Find an area that is a minimum 25-foot circle with

no walls, bikes, cars, no nothing. Do not have the bike on a bike stand - kickstand is best. In fact, it's best if you widen the area to a 50-foot circle. Be sure you're on sand or grass, so as not to have sounds bouncing off the terrain into the meter. Make sure no other motors are running nearby.

Be sure and have your string attached to the receiving end of the db meter, where there is 20" of string left over. Have one person stretch the open end of the string in a straight line out extending from the end of the muffler. Be sure the meter is perpendicular to the string (90 degrees). So now you have a 20" string extending straight off the end of the muffler and, at the other end of the string, you have the meter pointed towards the bike-side of the string. Always keep the meter at a 90-degree angle to the string. Now pull the string and meter to a 45-degree angle to the side. Make the person hold that position.

Start the bike, check the manual for the proper RPM and set the vibrating needle onto the engine case. Slowly rev the throttle until the needle is at its widest arc. This will be the proper RPM to test sound. Alert the person holding the meter when the proper RPM is reached (FYI, as an example, a 2002 Honda XR650 is 3250 RPM and a 2002 Honda CRF450 is 4500 RPM). Just revving the throttle to 1/3 or 1/2 throttle is technically not the proper method, but is used often by clubs for simplicity.

That's it. Write down the bike's db level, stick a wire up the muffler to ensure it has a spark arrestor and it's good to go. If you have a ranger test you for your sound and it turns out you're too loud, tell him to recalibrate it.

I hope this has cleared up any concerns and questions on this topic. Key point is to be SURE that the meter can be and has been calibrated! If it cannot, then you can be assured that the level is wrong.

One more note: USFS and BLM look to be going to a national db limit of 96db, just like California, so get your bike quiet now, or be forced later. Quieter exhausts can only help our sport.

Team OMRA club team for this year's ISDE in Brazil?

The ISDE Team Captain, our own Gunny Claypoole, threw out a proposal to be involved as a club team for this year's International Six-Days Enduro in Brazil. He originally proposed that any club could be listed and all it would take is a \$500 donation to the AMA ISDE Fund. One of the USA club teams would then be listed on all results as whatever name they choose. Then it was brought up that many clubs could donate and could be listed as Team OMRA. Wouldn't that be cool to be listed in the results as Team OMRA on all the worldwide results? We've already donated towards a Team USA EZ-Up in the past (picture below), and past Oregon ISDE qualifier folks, so I'm throwing out the first donation and challenge from NW Tour & Trail for \$100 to the goal. We just need four more \$100 donations

or multiple smaller donations. To be part of this opportunity, contact Gunny Claypoole or I:

Rick "Gunny" Claypoole: JAFMAR@aol.com

Tom Niemela: TawmN@blackdogdualsport.com

Once we get enough to make a club team, we will submit as "Club Team - Oregon Motorcycle Riders Association". If we get more money than that, we can submit a second club team name, etc. or just submit as a generic donation. FYI, all American riders that qualify go race in this event with their own personal money or donations, and any and all help is appreciated, just ask some of our local boys over the years like Barrett Brown, Ken Maahs, Bill Rush, John Yates, Derek Steahly, Jeremy Puma, Robert Johnson, Dan Harte, Tommy Ady, etc. Time is of the essence, so donate ASAP!

UPDATE: A check has been sent to the AMA for a club team called "Team OMRA"! Huge props to all of you that helped!

- Northwest Tour & Trail - \$100
- Cascade Endurance Center - \$100
- CDS Inc. - \$100
- Oregon_DSR - \$20
- The Bamfords - \$75*
- Dan Jordan - \$20
- (Verbal commitments coming: Mt. Scott M/C*, Lobos M/C*)



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Two-stroke dirtbike and ATV ban proposed in Massachusetts

[Don't let this happen to our state! -Tom]

Apr. 16 – The sale of new two-stroke off-highway motorcycles and all-terrain vehicles would be banned in Massachusetts under House Bill 1909, introduced by state Rep. J. James Marzilli Jr. (D-Arlington), the American Motorcyclist Association reports.

Under his proposal, it would be illegal for anyone to sell "a recreational vehicle containing a two-stroke engine, including, but not limited to, a snow craft, an all-terrain vehicle, a personal watercraft, or a motorboat."

"This is the most sweeping ban ever introduced in any state," said Royce Wood, AMA legislative affairs specialist in charge of off-highway issues.

If passed, the bill would outlaw new sales of the vast majority of motocross bikes in the state, although anyone who bought a two-stroke built before June 1, 2004, would be allowed to resell the vehicle.

The bill has been referred to the Joint Committee on Natural Resources and Agriculture. Letters from Massachusetts residents opposing the bill should be sent to the committee chairwoman, Sen. Pamela P. Resor (D-Middlesex), Joint Committee on Natural Resources and Agriculture, Room 473F, State House, Boston, MA 02133.



Hillbilly Motorcycle



At The End Of Your Rope? Towing Tips

by: Rick Sieman

Sooner or later, you're going to be on one end of a tow rope. Here's how to do it right.

I don't care who you are, or how good your bike is, or how much preparation you take - at one time or another in your dirt bikin' life, you will be forced to have your bike towed in. Bikes break. Face it. The nature of our sport abuses machinery beyond common sense, so breakdowns must be considered a fact. Even worse. You might have to tow someone else in who didn't do his homework. A very close friend of mine and I are no longer on speaking terms because his motorcycle always broke down - and I had to tow him back almost every time we took a trail ride.

Which means that you must look at the Art of Towing from both ends of the rope. And towing is an art as much of an art as bouncing off berms or logging up a muddy New Jersey clay hill in a rainstorm.

Always carry some sort of tow strap with you when you're on a trail ride. It's no fun pushing a bike even a half mile or so. I use a flat strap because it's very compact. Towing, like most things in life, requires the cooperation of both parties involved. Let us examine the party of the first part - the Tower. This is the most important part of the two parts. We will assume for the moment that you have the correct equipment for the job - namely, a rope of considerable length. Fine. Now take this rope and affix it to a solid piece at the rear of your bike, preferably a frame loop, or a solid high fender bracket. Whatever the mount you choose, make sure it is as near the centerline of the bike as possible. Having the rope off to one side or another compounds the job and just about guarantees twice the effort and some spills.

Rope or strap? It's no contest. Rope can cut hands (or gloves) and is harder to hold on to. If possible, try to have at least 15 feet of free rope between the two bikes. Don't use too much rope, as this is just inviting snagging bushes or rocks, and perhaps getting a wheel snarled in the towing line. At this point, you must make a decision. If the distance to be towed is a short one, then you should have the Towee use a quick release method of holding the rope. This way, he can let the rope go if something goes wrong. If you have a long distance to cover, then tying the rope directly to the steering head is the only way to go. Often, the number plate will have to be removed to affect this. Do it. That number plate is not going to help you at this stage. If a headlight is in the way of the rope, it can usually be pivoted out of the way by loosening a few bolts, then retightening. If it can't be, then take the damn thing off.

Now, to the quick release techniques: Probably the most sensible method is to run the rope under the bars right next to the nut on top of the steering head. This is the centerline of the towed bike. Then, run the line over to the left side grip (not the right side) and loop it around twice near the base of the grip. When this is done properly, the pressure exerted by one thumb should be more than enough to keep it in place firmly. Move the light (or plate) out of the way. This will give you a cleaner path to route the tow strap. If trouble occurs, all that is needed is a raising of the thumb and the rope should snake itself out. Check for potential hang-ups or snarls when you run the rope to the grip. If the rope is too tight under the bars, then re-route it. If there are any knots in the rope, take them out.

The biggest reason for using the left side is that you want to have full control of the front brake if it's needed. This leaves your right hand free. Secondly, if the rope is wrapped around the right grip, it might pull the throttle housing over center and yank the rope out of your hand. You want a solid base - not a rotating base.

You are now ready to tow - once you remember a few basic rules.

1. Always attempt to keep both bikes vertical.
2. Let the towed bike slow both bikes down.
3. Keep constant tension on the rope.
4. When making a turn, try to coast through it rather than power through it.
5. Never apply power when one bike is out of line with the other.
6. Do everything smoothly - don't snap that line.
7. Always look back to see if the Towee is still there.

To get under way on smooth ground, stretch the rope taut between the two machines, then smoothly pull off. As soon as possible, quit slipping the clutch and shift up early. Remember, there is a bike behind the tow bike and a spinning knobby throws up lotsa crud. Keep your speed down, but not too far down. It's much easier to tow at 20 miles an hour than it is at five miles an hour. However, 40 miles an hour can be pure terror on anything less than a smooth road.

If the ground you're starting in is very rough, or deep mud or sand, it may be necessary for the Towee to assist the Tower. Hop off the bike and get alongside, pushing as needed. When the Tower can quit slipping his clutch, hop quickly aboard. If the tow bike threatens to lug, paddle with both feet to ease the strain. You want to get the lead bike hooked up with the earth as soon as you can.

Once the mass of the two bikes is rolling, it's fairly easy to keep it rolling. If you come to an obstacle that looks like it might stop you, it can often be ridden over with a quick trip to a lower gear and some revs from the tow bike. Both riders should get up on the pegs for this kind of trickery. If there are any doubts as to the ability of either rider to cope with this kind of a situation, then get off and push the bike across.

Having towed many a bike out of the wilderness, I can testify that some genuinely ratty landscape can be moved across quite easily if both riders pay attention to the business at hand.

Remember, the first bike has to do most of the work and the second bike will have a constant force applied at the steering head, making the bike run truer than if it was under its own power. Simply holding the palm of your hand over the strap is enough to keep it in place. Note that we're not using the throttle side. If I have to tell you why, you're too stupid to ride a bike.

The person being towed should not attempt to make too many corrections. More often than not, the lead bike will straighten out everything. Just get up on the pegs and attempt to use some body lean whenever you can. Don't play with the bars. It simply won't do any good at all. Waggle the bars too much, and the front end probably will plow severely. If you do fall, my advice to you is to yell loudly as soon as you can. Often, the Tower will not be aware of the loss of the Towee.

When going down a hill, or slowing - let the towed bike do the slowing and stopping. By smooth application of the rear brake, coming to a halt should be no sweat. If you need to stop much quicker than by this method, my advice to you is to jump off. Whatever. If you get into a problem situation, simply lift your palm off the grip and extend your fingers; the strap will slip free.

One problem rears its ugly head. Let's say you do not have the official and desirable "hunk-a-rope." What then? Use your imagination. Tie downs make a fair towing device. So do belts. But let's assume, for a moment that you are 26 miles from the nearest rock and you want to tow your friend in. Because neither one of you had the foresight of a butterfly, you have no towrope and no belts.

Fear not. Take a long hard look at the disabled bike. It's fairly bristling with things that can scavenged to make a link between two bikes. That chain, for example, is almost six feet long on the average motorcycle. And those control cables are each about three feet long - and very strong. If you're going to be towed for a long distance over relatively smooth terrain, you can simply tie the strap (or rope) on to the top triple clamp. Let's see . . . six feet of chain, three feet of throttle cable and three feet of clutch cable. That should be enough for the job. Do not expect to use the cables again, however, unless you are a very optimistic person.

A few hints: If you have flat tires or damaged wheels in addition to not being able to run, then modify your body position while you're being towed in. If that front tire is flat, get your weight well back and let the damaged tire roll easier. Reverse the process for the other wheel. One last item - always carry a tow rope somewhere on your bike. But not where a friend of mine did once. He had it taped to his swingarm and it came loose one day. You wouldn't believe the mess.



Sprockets, Spokes, Springs and Jokes

- Remember: there is ONE throwout event for every EIGHT events.
- **We now have a new race-scoring matrix where you racers can win prizes and freebies!** To see

all the options, go to the OMRA Website, click on the Racing Series link and look at the Award Matrix. Many thanks to Randy, Dan and Jon on getting this going!

- **A mechanic was removing a cylinder head from the motor of a motorcycle**, when he spotted a world-famous heart surgeon in his shop. The heart surgeon was waiting for the service manager to come take a look at his bike. The mechanic shouted across the garage, "Hey Doc can I ask you a question?" The famous surgeon, a bit surprised, walked over to the mechanic working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I also can open hearts, take valves out, fix 'em, put in new parts and when I finish this will work just like a new one. So how come I get a pittance and you get the really big money, when you and I are doing basically the same work?" The surgeon paused, smiled and leaned over, and whispered to the mechanic... "Try doing it with the engine running!"
- Are you aware that **kids MUST have a permit to ride in Oregon on public lands, or be riding with an adult at all times?**
- To keep abreast of the latest ISDE rules, **we continue to use the AMA's Rulebook for ISDEs.** You can download it from the OMRA Website.
- **Current Team Challenge Entries: Team Blurrrr (XC) Joe Barrell, Lyon Payne, Kevin Lane, Team Jackass (GP/XC) Judy Winters, Scott Autry, Zachary Childers; Team Two Teens and a Hick (CC) Ellis Cookman, Brody Jenson, Steve Matson**
- **Possible rule change:** Should we allow minor changes in events that run more than one series (i.e. AMA, NMA, OMRA, etc.)?



Mystery Photo!

This famous American enduro rider has won numerous enduros and championships (which he is most famous for), ISDE medals, and even motocross races. In this picture he's racing a Husqvarna in his early motocross days. He has raced ISDE qualifiers in Oregon, throughout the nation and the world. [Answer on last page]



>>>> Schedule of OMRA events for
2003 <<<<

	DATE	EVENT	ORGANIZER
	Jan 1	Hangover Scrambles	JCTRA
☺	Feb 1	OMRA Awards Banquet	OMRA
	Feb 5	Monthly OMRA Meeting	OMRA
	Mar 5	Monthly OMRA Meeting	OMRA
GP	Mar 22-23	European GP	OTBG
	Apr 2	Monthly OMRA Meeting	OMRA
	Apr 5	4-Hour Team Race	OTBG
PR	Apr 6	First Chance Poker Run	Trailsmen
XC	Apr 12-13	Timber Mtn. Hare Scrambles	MRA
PR	Apr 13	Poker Run	Mt. Scott
PR	Apr 26	Joker Poker Run	COMAC
XC	Apr 27	China Hat ISDE	Lobos
GP	May 3-4	Starvation Ridge GP	OTBG
PR	May 4	May Day Poker Run	MRA
PR	May 4	Silver Dollar Poker Run	Trailsmen
	May 7	Monthly OMRA Meeting	OMRA
GP	May 17-18	WORCS GP	WORCS
DS	May 18	Simple Simon Dualsport	Mt. Scott
XC	May 24-25	Funky Chicken National XC	ETRA
PR	May 31- Jun 1	Teepee Run Poker Run	Mt. Scott
	May 31- Jun 1	COTA National Trials	COTA
GP	May 31- Jun 1	European GP	OTBG
	Jun 4	Monthly OMRA Meeting	OMRA
	Jun 7	Kid's Field Day	COMAC
GP	Jun 7-8	Kiss My Grips GP	NORA
	Jun 21-22	TBA	Trailsmen
XC	Jun 29	Devils Head ISDE	Mt. Scott
	Jul 2	Monthly OMRA Meeting	OMRA
DS	Jul 12-13	Black Dog National Dualsport	NWT&T
DS	Jul 19	Prospect 100 Dualsport	MRA
XC	July 20	Tillamook 100	Trailsmen
	Jul 27	[Washougal National MX]	
DS	Aug 3	China Hat Dualsport	Lobos
	Aug 6	Monthly OMRA Meeting	OMRA
	Aug 9-10	Kid's Field Day	Trailsmen
	Aug 10	Mt. Scott Road Run	Mt. Scott
PR	Aug 10	Applegate Poker Run	Applegate
PR	Aug 24	Mike Stewart Poker Run	Mt. Scott
	Sep 3	Monthly OMRA Meeting	OMRA
DS	Sep 7	Bulldog Dualsport	Applegate
	Sep 7	AMA Road Run	Mt. Scott
PR	Sep 14	Last Chance Poker Run	Trailsmen
DS	Sep 20	Rat Dog Dualsport	NWT&T
DS	Sep 21	Horny Wolf Dualsport	Lobos
PR	Sep 21	Rock 'N' Roll Poker Run	JCTRA
GP	Sep 27-28	European GP	OTBG
	Oct 1	Monthly OMRA Meeting	OMRA
GP	Oct 12	Dick Jagow Memorial GP	Mt. Scott
DS	TBA	The Good, The Bad, & The Ugly	COMAC
PR	Oct 18	Kid's Field Day & Poker Run	NORA
XC	Oct 19	Monkey Butt XC	NORA
PR	Oct 26	Ghost & Goblin Poker Run	MRA
GP	Oct 25-26	Starvation Ridge GP	OTBG
☺	Nov 1	OMRA Annual Calendar Meeting	OMRA
	Nov 2	AMA District 28 Sanction Meeting	AMA
	Nov 8	24-Hour Team Race	OTBG
XC	Nov 16	Fall Classic XC	Lobos
GP	Nov 22-23	European GP	OTBG
	Dec 3	Monthly OMRA Meeting	OMRA
	Jan 1, 2004	Hangover Scrambles	JCTRA

[Be sure to check the OMRA website for the latest and current schedule changes]

XC=Cross Country points ISDE=ISDE points
GP=Grand Prix points DS=Dual Sport points
PR=Poker Run TBA=To Be Announced

There will be one throw out event for each 8 events in a series to qualify for series trophy, riders must participate in 50% of that series events. Points will be tallied for OMRA members with a current competition card at the time of the event. **CAUTION!** These events could change, so contact the club before the event! Monthly meetings of the OMRA are held at 7pm the first Wednesday of each month (except November) at Denny's Restaurant in Progress/Tigard, OR [(503)646-7724]. The OMRA also attempts to scan and post all event fliers onto the website.

Have you changed your address?
Notify the Membership Director

For further OMRA information, contact the following officers:

***Jon Allred, President: (503)642-4890**

Email: jdallred@starks.com

***Joe Barrell, Vice President: (503)678-2779**

Email: jjtrl@colton.net

***Julie Barrell, Secretary/ Referee: (503)678-2779**

Email: jjtrl@colton.net

***Tom Niemela, Treasurer/ Editor/ Webmaster/ Referee/ Dualsport Points Director: (503)681-8881**

TawmN@aol.com

***Randy Haugstad, Membership/ Racing Points Director: (503)628-0753**

Email: randyhaugstad@hotmail.com

***Billy Toman, Referee: (503)656-5801**

Email: N7WxD@aol.com

***Barrett Brown, Referee: (503)393-4032**

Email: BSRBrown@teleport.com

***Frank Wildgrube, Alternate Referee: (503)693-7417**

Email: FLWild@juno.com

***Ellis Cookman, Alternate Referee: (503)645-0296**

Email: ECookman@providence.org

***Dan Jordan, Marketing: (503)324-0548, email:**

dan@millennium-graphics.com

***Randy Thomas, Marketing: (503)648-4555, email:**

randythomas@hillsboromoto.com





Oregon Motorcycle Riders Association, Inc.
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OMRA annual membership dues: (please circle choices)
Individual Membership \$10.00
Family Membership (same residence only) \$25.00
Individual Competition (per series add): \$10.00 (per series)
Team Challenge \$10.00 (per series)
Club or Business Membership (also printed on calendar listing) \$25.00
 *Non-Competition Event (dual-sport, poker runs, etc.) \$5.00 (per day)
 *Competition Racing Points Event \$70.00 (per day)

Separate Legislative Fund (for fighting land closures, etc.): \$5, \$10, \$25, \$50, \$100, \$500

Total enclosed \$ _____

Declaration: I hereby agree to conform to and comply with the rules governing OMRA events and activities. I further agree to hold blameless the OMRA, Inc., OMRA Clubs and any owners of premises for any loss or injury to myself or my property, which may result from my participation in OMRA and OMRA Club events and activities.

I have read and agree with this release.

Signed: _____ Date: _____

Signature of parent or guardian if rider is under 18 years of age.

Signed: _____ Date: _____

Class entered? _____ Series? _____

Team Challenge name? (if applicable): _____

Advertising: This is an excellent way to direct mail your finished ads or fliers to over 1,000+ riding enthusiasts, dealers and clubs - four times a year! Clubs can insert their flier for only \$100. Ad rates per issue are only: \$25-business card, \$50-1/4 page, \$75-1/2 page and \$150-full page. Call Tom Niemela at: (503)681-8881 for more information.

2003 OMRA ORGANIZATIONS

OMRA, Inc. PO Box 2984 Tualatin, OR 97062-2984 (503) 678-2779	(541) 501-5020 www.etra.net	PO Box 2079 Clackamas, OR 97015 (503)254-9928/(503)655-0419 www.mtscottmc.com/	Trailsmen M/C Inc. <input type="checkbox"/> 11576 Grouse Lane NE Aurora, OR 97002 (503)678-2779/(503)640-1496 www.trailsmen.org
Applegate Roughriders M/C <input checked="" type="checkbox"/> 412 SE Needham Street Dallas, OR 97338 (503)879-5713	Head's Up Racing M/C Inc. <input type="checkbox"/> 3760 NE Butler Avenue Redmond, OR 97756 (541)923-8518	NW Off-road Racers Assoc. M/C Inc. <input type="checkbox"/> 1978 SE 73 rd Hillsboro, OR 97123 (503)649-8709	Western Oregon Riders Club <input checked="" type="checkbox"/> PO Box 273 Yamhill, OR 97148 (503) 662-4945
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COTA M/C <input type="checkbox"/> 19950 S. Leland Road Oregon City, OR 97045 (503)650-2991	Lobos M/C Inc. <input type="checkbox"/> PO Box 2631 Clackamas, OR 97015 (503)693-7417/(503)656-5801 www.lobocmc.org	Over The Bars Gang M/C <input type="checkbox"/> PO Box 1582 Goldendale, WA 98620 (509)773-4853 http://www.overthebarsgang.com	Mystery Photo Answer: Dick Burleson
Emerald Trail Riders Assoc. M/C <input type="checkbox"/> P.O. Box 41617 Eugene, OR 97404	Motorcycle Riders Assoc. M/C <input type="checkbox"/> PO Box 1471 Medford, OR 97501 (541) 779-4267	South Coast Trailriders M/C <input type="checkbox"/> 426 Northwood Road North Bend, OR 97459 (503)888-5588	Hillsboro Motorcycles <input checked="" type="checkbox"/> 809 N.E. 28th Ave Hillsboro, OR 97124 503-648-4555 www.hillsboromotorcycles.com