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

Protecting your right to ride!

We have some great updates from clubs around the state, so check out what they've been busy doing! Take note on the loud exhaust issue and other items too.

C,ya on the trails! Ride on, Tom Niemela, Editor

Oregon's statewide off-road sanctioning organization



2003 Trophy Winners – Like herding kittens, most of the winners gathered around for a group photo at the recent OMRA Banquet.

From The Prez

By Jon Allred

UPDATE: Just got this from Jon. Unfortunately he is stepping down from his Presidential position, wherein our VP, Joe Barrell, will now assume the new role. Jon's excellent organizational, presentation and managerial skills will be sorely missed. Here is his request: "Due to personal and family matters I am unable to commit the time required for this position. Effectively immediately I resign as President of the OMRA." The OMRA wishes him the best and hopes he is able to overcome his personal and family matters.

I Be The Referee

By Ellis Cookman

What do you mean I need to write another article! Man, this winter went by fast. April 17 and 18 is the start of the new season for cross-country. I'm looking forward to another great two-day event. I hear that they made improvements to the road leading up to the staging area. Timber Mountain is always a busy

time for OMRA. Randy Thomas and Dan Jordan will be signing up riders who want to race for points. I will be frantically re-reading the rules and trying to act like I know something. Last year was an easy one for us referees and this year we have Gunny Claypoole to help us.



As you know we no longer have a four-stroke class. That sounds weird, since four-strokes are more popular then ever. We need to remember the four-stroke class was started because the bikes were slower and heavier than the two strokes. That's not always the case now. The other problem was the older racers who ride four strokes tend to ride in the age classes (age classes is PC for "Old Man's Class"). That makes for a small class of four strokes. Now that we do not have a four-stroke class we hope to see our open class grow larger. The new 250f will be a good race in the 250 class.

Did you hear that we get a new cross-county race this year? It is over in Heppner. I hear great things about this race and the club that is putting it on. The clubs name is Reload Ridge Riders M/C. they will also put on a Poker Run that weekend.

The Funky Chicken is ready to go. Have you pre-entered yet? They expect to have a lot of riders for that one. It is on Memorial Weekend again. I enjoyed racing on Sunday last year and then staying down south for Memorial Day. My father-in-law fought in WWII and is buried in a small cemetery near Roseburg. It's a great freedom to stand in a cemetery on Memorial Day and see our flag flying high, while we give thanks for those who fought and died so we can be free and enjoy such things as racing a motorcycle "just because we want to". It is sad to know that we are still losing men and women "today" in our armed forces. Please take a moment and pray for them.

Other news is we get a new GP race this year in Longview, Washington. The GP series is growing and I just can't get enough of racing them. If you have not made it up to Goldendale to ride Eddieville or Starvation Ridge GP, you got to go. Add that to the "Dick Jagow Memorial" at Washougal and "Kiss My Grips" in Roseburg and that gives us 9 races for the series. Speaking of new, did you hear that we get a new ISDE? Our friends from Medford, the Motorcycle Riders Assoc. (MRA) is putting it on. That gives us three ISDEs for the year. We use them as part of our cross-country series. Make sure you check out our web site www.omra-online.org and try to make it to as many races as you can. If you are not a racer, we have a lot of poker runs that you can go to. These are excellent for the whole family to enjoy and you get to camp out for the weekend if you want to.

One last thing to remind you is we do need to keep our bikes exhausts at 99db or less. The clubs that put on our events must do sound checks and keep us honest. Remember; if "they" do not hear us, then "they" won't know we are out there. Make sure you stop by the pits and say hi to me and Spencer. I think more people know my dog Spencer then know me. That's OK, he is a cool dog. Hey Tom, 'cool dog' sounds like a great name for a dualsport ride.



Mt. Scott Update

By Dan Shook

Just an update to you're question on what Mt. Scott has been doing in the woods lately.

As always our club works on trails from the Flying M ranch area, clear to Diamond Mill & Keenig Creek and everything in between. We ride all this area, all the time and clean it as we go. For those of you who have not spent a whole day on three miles of trail will never understand this. Some efforts go un noticed, but Mt.Scott does more than some people think.

Mt. Scott is going to put on some different courses for riders on our runs this year. Our first Poker Run this year is at Jordan Creek, and the terrain will be good with some options on the hard course. As always our I.S.D.E. will be a one of a kind run with two separate loops, should be around 100mi. We have been listening to our riders over these changing years and they are in favor of difficult terrain.

Those of you who have liked our runs the last few years will love this year's event. Come to a Mt. Scott event and find out!



Worker Points

By Barrett Brown

I used to laugh when I heard people say how thankful they were to the hundred or so members of my club, The Lobos MC. Most don't know that it's just as likely that the person marking your Punch Card is the wife of the guy who mows my

neighbor's lawn and not a club member at all. That's the unfortunate reality behind the scenes: Begging for help to get all of the jobs done on race day, let alone before and after. Also without the generous volunteers from other clubs such as ETRA, and the Trailsmen we'd be sunk as well. That's when the benefits of a Worker Points program come to mind. The promoting clubs and the OMRA need the extra help to keep the sport alive.

All across the country, Worker Points are a part of many kinds of Points Series' from SCCA, to lawn mower racing. Some organizations have more complex and higher point-paying rules and some less so when compared to the OMRA. Unlike the OMRA, in some areas Worker Points are mandatory to qualify for year-end awards. So to kick off the riding season let's share some info about our Worker Points program in this month's newsletter.

In addition to helping address the labor shortage, this program really delivers by getting the racer in touch with what happens at the events behind the scenes, and what it's like to stand in a worker's shoes. Sometimes those shoes are very cold and wet, or dusty, hot and tired. This understanding is critical to building volunteer appreciation and a respectful environment. Just maybe they'll come back and help at the next event if they know you've done your part. Believe me, the things you'll learn will show in your conduct at later events.

One more benefit can't be overlooked: Club members and others who don't ride or race on a regularly basis get to work next to active racers for a day. They very frequently get important input about how riders see things. For example, small details about how a check is setup can really make a difference.

It's important to realize what Worker Points are not. The program is not intended to bail a racer out of a problem he or she has created. If you crash and break your bike and can't get the parts in time, or injure yourself in the middle of a heated points battle the previous weekend, the program wasn't set up for your benefit. The club has to, in fact, need your help, know in advance that your coming, and be able to count on a good day's work.

Finally let me cover the details of the Worker Points program: An OMRA member with a current Competition Card for that series will receive 65 points for working only one event during the year.

For year-end points and low point throw out purposes it will be counted like a second place finish at the event you worked. However it will not be used as a second place finish under tie breaking procedures.

When event results are submitted to the OMRA points director, the promoter must include a "Worker Points" category on the results sheet just as if it were another class. If no Worker Points were earned at the event, this category must still be reported on the results sheet as "none". As with any protest over published event results, protest about Worker Points must first be directed to the promoting organization. Current OMRA rules and protest guidelines will govern these issues.

You must check in with the sign up crew on race day so the organizers know you're there. This will also help ensure that your efforts are properly reported along with the results from that event.

As a rider we hope you'll take advantage of the Worker Points provision of the OMRA rules. You'll be a better racer for it, and you'll help this great sport endure and improve.



NOHVCC National Conference And Preride

By Tom Niemela

Every year the National Off-Highway Vehicle Conservation Council (NOHVCC; www.nohvcc.org) has a national conference in a different location throughout the

nation. This year the Oregon representative (Me) and alternate representative (Julie Barrell) stepped up to the plate and hosted this monumental undertaking from March 8~14. The main NOHVCC office organized most of the details for the actual conference, and we setup up the



(A group photo at the top of Triangulation Peak on Monday's ride.)

preconference ride. This has become a tradition where the state rep shows off the riding opportunities in their area. Through this opportunity I've personally had a chance to go trailriding in CO, NC, AZ, CA, OH, LA, ID, MT, etc. Through all these rides I've bragged up Oregon in a big way. Now it was time to back up my big mouth. With the help of MANY volunteers from various clubs, Julie and I set up four days of riding for the conference attendees from around the nation. The first day was in Diamond Mill, second day was at Sand Lake, third day was at Jordan Creek and the fourth day was a 4WD ride at Brown's Camp.



(Part of the fun riding at Sand Lake on Tuesday)

The prerides went INCREDIBLY well and so did the conference itself! Word has it that it was the best conference preride yet, in fact. The conference itself was also a huge success with a large contingent from USFS, ODF and BLM. We hope that we have helped promote the

positive and responsible use of OHVs on public lands. Many thanks to all the help, plus Lobos, Mt. Scott, NW Tour & Trail, Trailsmen, Beaverton Honda, and the OMRA.



ETRA Update

By Adam Achepohl

Big-K Work Party, Saturday, Jan. 10 2004: I'll get to the point first and then go into detail.... We kicked ass. Today was one of those days that really makes me proud to be a member of this club. We had a great group of hard-working members and had a lot of fun at the same time.

It began at 6:45 with a joy-ride in Dave Black's Dodge jumping curbs at the local 76 station with the quad trailer in tow. It was kind of fun although my head hit the ceiling and something under the truck, oh, about amidst, made a loud crunching sound. That Dave, it was almost as if he MEANT to do it!

We got to Arlene's and found another seven eager members chomping breakfast and chatting away like British housewives. Kace and Walter were talking about motorcycles (NO WAY!). John and Janelle Weber were too busy scarfing to say anything while Justin Weber was out in the truck sleeping. Rich Johnson came in with his patented grin, ready to work and John Moran showed up just a bit late. We convincingly told him "go ahead and order some food, we'll wait". Well, of course, as soon as he got his chow, we left. Important business, you know!

Between the nine of us we had five chainsaws, premix and bar oil, five loppers, three shovels, a hodad, a quad and a trailer behind the quad to tow it all in. We were armed for battle. On the way to Elkton we noticed a huge amount of fallen trees from the recent snowstorm and knew that we had a lot of clearing to do. Our plan was to clear the entire new trail that Walter and I had scouted months before. Dave, Drum and I had done some "gnarly-recon-top-secret-death-trail" stuff a few weeks earlier but we still needed to clear the entire eastern side of the loop. Shortly after 9:00 we were hard at work sawing, pushing, shoving, gnawing, grunting, laughing, crying, lopping and scrutineering our way through the deep woods of the Big-K. Every once in a while we would come across a full-sized snow-fall fir or alder that had to be bucked up and measured for logging, no problem.

I soon realized the potential and productive nature of our crew and pushed forward. Soon we were hacking through fields of Scotch Broom and layers of downed pecker-poles. In two hours we were already half-way around the new Mountain Bike side of the course. All new single-track in a never-before-ridden area had been opened up in a few minutes! This was awesome! Unbelievably, bitchin', downhill gnarliness. Excuse me for a second..... (Tears of joy.....sniff, sniff).

As if that wasn't enough, we kept going, without a break, to the latest incarnation of the "Clearcut Trail". With this new addition we will only be on the old mountain bike road for about 50 yards, everything else is brand new knobby-fodder. GREAT new trail! Our racing patrons will be very happy with this year's course!

We had been laboring for six hours and the crew was talking mutiny so we headed to the truck. Of course,

once we got there we started talking about all the other stuff that needed to be done, but that will be another day. It didn't take to long to agree that a cheeseburger at Arlene's was in order so we dropped into Elkton to pay a visit.

On the way back, Dave summed it up pretty well. "We kicked ass today".



OMRA Interview: Rick "Gunny" Claypoole

By Tom Niemela

(Here's a quick, few minutes with this issue's rider)

Q: Since you're a new OMRA Referee, why is your nickname 'Gunny' and why did you want to be a ref?

A: I got the nickname from a promoter in the Atlanta, GA area when I was stationed at Parris Island, SC - the Marine Corps boot camp. I was a Gunnery Sergeant at the time, and the



short version for Marines is Gunny - so the promoter picked up on it, the riders and others kept it up, and since I was getting into the ISDE scene it stayed. The AMA people picked up on it, and it's been my handle for so long that I was with Beaverton Honda-Yamaha over a year before they realized that my first name was Richard. As for being a referee; I was attending the monthly meetings of the OMRA board and giving input when asked. I am a referee for the AMA for ISDE events and I hold a FIM license to be a referee, so when the position came up and I was asked if I would accept the position as a assistant referee I agreed. I felt I could bring in some input from outside sources and hopefully help in any way I can.

Q: What is your favorite kind of riding?

A: That's really hard to say. I try to stay diversified as much as I can, but I think right now I would have to say dual sport. I fell in love racing District 37 desert, I was an Eastern Enduro rider before that and could not get over the speeds that they go in the desert. It took a year for me to build up the nerve to go that fast out there, and I still love to go to southern California each year for a ride or two. I also like to get on one of my street bikes too, and just go for long riders - I just did 350 miles yesterday on the Goldwing. I still get out every now and then for the cross country events and the grand prix too.

Q: What's the funniest experience you've had while riding off road?

A: At the time it wasn't funny to me, but the 2 guys behind me were laughing so hard I thought they would puke. It seems that during one of Dist. 37's enduros we were heading down one of their narrow canyons - try to imagine a small passage down a hill with walls on each side that were literally in a wedge shape, with waterfall type steps

(can we say steep) throughout. Now the walls are handlebar width and tapered down - so as I was negotiating down one of the steps rather quickly I tapped the front brake and the 2 others on my row watched me rotate over and then wedge myself upside down (still in riding position) under my bike and I couldn't get out. They were laughing so hard that it took a while for them to crawl over their bikes to get mine off me. Not only was I embarrassed, but I was now soaked in fuel and it burned like heck - yeah, that was pretty bad.....but I can talk about it now.

Q: What is your biggest accomplishment that is related to off-roading?

A: Personally, I think it was winning the #1 plate in Dist. 37 Senior (40+) desert in 1989. Also, getting the AMA to add a 'seniors class' to the ISDE qualifier series so the older riders would have a chance to ride the ISDE. And I have to rank riding the ISDE in 79 and 80 would be a biggie. Oh yeah, I was the AMA "Sportsman of the Year" in 1996.

Q: If I were to look in your car stereo and your home stereo, what CDs would I see?

A: That would be scary - I have country, 60'-70's, best of the 80's, a little rock, and some Enya.

Q: What other hobbies do you have?

A: Working on the ISDE and exploring wineries.

Q: Anything else you want to tell us?

A: I'm having so much fun I hope I never grow up.

Q: And finally, what's the worst thing you've ever had in your gear bag?

A: I've found some really old and rank riding gear that I thought I had lost - ever find one of those solidified balls of cloth that won't come undone - yuck.



Oregon_DSR Update

By Dave Butt

There are plenty of great, organized dualsport rides, but we came up with something new. The Oregon Challenge is a new and exciting dualsport event with a slight twist. This is meant to be a fun and entertaining ride, where you the rider find the shortest route from anywhere along I-5 in Oregon over to the Oregon Coast line. The less pavement you use, the more points you'll earn, and these totaled together with your off road miles will equal your final score against other dualsport riders in Oregon.

The rider with the winning route will be awarded \$100 and the Oregon Challenge Trophy. So get out those maps, dust off those GPS units and join in on the fun. This ride can be done alone or with others, you have from now till August 20th to get your entry in.

This event is geared towards all types of dualsporters, and will challenge even the most adventurous rider out there. For more details check the OMRA online calendar. Good Luck and have fun.



COMAC Central Oregon Update

By Joani Dufourd

The Deschutes National Forest held a two day summit event - bringing motorized and non-motorized users together to brainstorm use in the Dutchman Flat Area during winter use April 1-2 in Bend, Oregon. COMAC was

present, and submitted a draft design for a new snow park. It is situated in an area high enough up to take the pressure off Dutchman Flat Snow Park in the early and late season, marginal snow pack times and has full support of Oregon State Snowmobile Assoc. Land Use Director, Joani Dufourd, commented that her expectations were low for any progress to actually be made, as whatever the group came up with would have to be sifted thru the Forest Service process and had little chance of commitment from the Deschutes for resources to bring about needed changes.

The good news was that the group worked together better than expected, and took the steam out of the safety issues and put the emphasis on crowded conditions, hopefully curtailing restrictions and speed limits for snowmobilers while pressuring the agency to address another snow park.

BLM Upper Deschutes Resource Management Issue Teams - will reconvene to hammer out motorized and non-motorized differences starting April 13th thru May 17th - meeting twice weekly thru that period. More details as they develop.

COMAC's Joker Poker Run will be held April 24th - check comacclub.org for more information.

Lobos Update

By Billy Toman

One of the greatest problems with the public and land managers versus us Motorcyclists is the noise issue. We had a problem at the Fall classic when a rider was going thru the sound testing when a temporary screen blew out and in view of the powers of the BLM, and if that was not bad enough, he stuffed it back in. If you can buy a \$6000 bike it is hard for me to believe that you cant afford a \$40 Spark arrestor. ALL public land managers are calling for "NO pass-No ride" mandatory, and a sound limit of 99 dB with the fact that next year we may be asked to go down to 96DB. When you come to "China-Hat" or events that are being held in the Oregon State Forest, be prepared to pass the test or don't even bother coming to the event. You may have gotten by last year, but we are tightening the screws on our testing and no exceptions, for we are under contract to these people and our future ridding depends on compliance. Don't do like some said "they rode Joe Racers last week end and they passed me", They don't sign our contracts. Till we resolve this problem there will not be any Millican races, we now have to prove that we can do a good job.

NORA Update

By Marty Clough

May 22nd & 23rd: This year we will be having a two day event at the Longview MX Facility in Longview, Washington. On Saturday the 22nd we will have the 3rd annual Jerry Clough Memorial "Kiss My Grips" Grand Prix, and on Sunday the 23rd will be the 1st annual "Festered Fanny" Hare Scrambles.

October 23rd & 24th: This year we have scaled back on our events at the Clarks Branch MX Facility. Last year we had too many events for one weekend and it put

quite a strain on the workers trying to switch courses for each event. It also hammered the course pretty good. On Saturday October 23rd, we will have the Chapped Chimp Poker Run and the "Kidz Kross Kountry". This year we will make some course changes to the Kidz Kross Kountry event so that it will be easier for even the youngest riders - my apologies for last year as some of the future fast guyz & girlz had a bit of a tough time and so we will make it fun for all of them. As a Club, we want everyone to have fun and a good time because that's what it's all about. On Sunday October 24th, the Monkey Butt Hare Scrambles will be the same as usual, but we will hope to have even more new trails to make it even more fun.

This year we will be offering something new. If you help out on one event and ride another event on the same weekend we will pay for your entry, gate fee, and gas. If you have a family member that can also help than that will apply also. Since we are a small Club we rely heavily on volunteers - Thank God for the Trailsmen Club! If you have any questions please call me at (503) 649-8709 or E-Mail me at: cloughman1@juno.com See you at the Races!

Notes from the Marketing Men

By Dan Jordan and Randy Thomas

2004 promises to be a great year for riders and racers in OMRA. Once again this year our wonderful sponsors have been very generous and have donated a bunch of great product for our awards gird. We have a few small changes as to how it will all work this year. If you would like to participate in the awards gird promotion you must now sign up with a special form. You can do this when you sign up for your OMRA membership or by contacting Dan Jordan and I will send you a form. Once you have done this we will give you a sponsor packet containing sponsor stickers that you will need to run on your bike.

Product will only be handed out at two events this year. The first product hand out will be at the May 22nd and 23rd Kiss my Grips GP/ Festered fanny hair scrambles in Longview. The second will be at the year-end awards banquet. We can make arrangements for other pick up times if needed. Returning sponsors for this year are Amzoil, PBI sprockets, Dunlop, OGIO, Moose, No Fear, Hillsboro Motorcycles, and GI Joe's.

Also new for 2004 will be the OMRA Magazine!!! Look for it around the end of April. We are all very excited about new publication. It will be in full color and will highlight our NW riding areas and riders. This new magazine will be published once a year for now and is fully funded through ads in the magazine. We would also love your input. If you have a riding area you would like to see in the magazine or some great photos of an event please send them to us we will try and get them in the next issue. Also any suggestions on how to make things better in OMRA are greatly appreciated.

If you know of someone who would like to advertise in this great new publication have them contact Dan Jordan or Randy Thomas. All the best in 2004!!!



G.I. JOE'S SEIZE THE WEEKEND
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20 stores in the Northwest!



Sprockets, Spokes, Springs and Jokes

- **Sound testing:** The OMRA now has a few, (built-in calibrating) sound meters, complete with tachometers that are available for OMRA Clubs to borrow. This will help on events where sound tests are critical and required by landowners. Contact one of the officers if you would like to borrow one for your event.
 - **Joke:**
 - Q: What's the difference between a Harley-Davidson and a vacuum cleaner?
 - A: The location of the dirt bag!
- The OMRA has updated the ISDE Late Allowance Rule to no longer allow an early or late grace allowance. In order to keep current with AMA events and the International Six Day Enduro rules, OMRA ISDE events will no longer allow you a one minute late arrival allowance or "one minute grace". To score a "zero" at a checkpoint, and avoid a 60-point per minute penalty, you must arrive on your due-time according to your interval times.

Mystery Photo! Who is this man? [Answer on last page] He was a four-time world MX champion in the 70's and his son has been a world MX champion multiple times also. In fact his son has even overalled an ISDE!



Schedule of OMRA events for 2004

	DATE	EVENT	ORGANIZER
	Jan 1	Hangover Scrambles	JCTRA
	Jan 7	Monthly OMRA Meeting	OMRA
	Feb 4	Monthly OMRA Meeting	OMRA
☺	Feb 7	OMRA Awards Banquet	OMRA
	Mar 3	Monthly OMRA Meeting	OMRA
GP	Mar 13	4-Hour Team Race (Eddieville)	OTBG
GP	Mar 27-28	WORCS GP	OTBG
PR	Apr 4	First Chance Poker Run	Trailsmen
	Apr 7	Monthly OMRA Meeting	OMRA
GP	Apr 17	4-Hour Team Race (Starvation Ridge)	OTBG
XC	Apr 17-18	Timber Mtn. Hare Scrambles	MRA
PR	Apr 18	Mt. Scott Poker Run	Mt. Scott
PR	Apr 24	Joker Poker Run	COMAC
XC	Apr 25	China Hat ISDE	Lobos
DS	Ends Aug 20	Oregon Challenge Dualsport	Oregon_DSR
GP	May 1	Starvation Ridge GP	OTBG
XC	May 2	Starvation Ridge XC	OTBG
PR	May 2	May Day Poker Run	MRA
PR	May 2	Silver Dollar Poker Run	Trailsmen
	May 5	Monthly OMRA Meeting	OMRA
PR	May 15	Reload/Lobos Poker Run	Reload/Lobos
XC	May 16	Reload/Lobos Race	Reload/Lobos
DS	May 16	Simple Simon Dualsport	Mt. Scott
GP	May 22	Kiss My Grips GP	NORA
XC	May 23	Festered Fanny Scrambles	NORA
XC	May 29-30	Funky Chicken National XC	ETRA
	Jun 2	Monthly OMRA Meeting	OMRA
PR	Jun 5-6	Teepee Run Poker Run	Mt. Scott
GP	Jun 6	European GP	OTBG
DS	Jun 12	Reload/Lobos Dualsport	Reload/Lobos
GP	Jun 12-13	WORCS GP	WORCS
PR	Jun 13	Summer Fun Poker Run	Trailsmen
GP	Jun 19	4-Hour, Dusk-to-Dark Team Race	OTBG
PR	Jun 20	Lobos Poker Run	Lobos
XC	Jun 27	Devils Head ISDE	Mt. Scott
	Jul 7	Monthly OMRA Meeting	OMRA
DS	Jul 10-11	Black Dog National Dualsport	NWT&T
XC	July 18	Tillamook 100	Trailsmen
	July 18	Oregon/Washington 500 Road Run	Beaverton Honda
PR	Jul 25	Mike Stewart Poker Run	Mt. Scott
PR	Aug 1	Lobos Poker Run	Lobos
	Aug 1	[Washougal National MX]	
	Aug 4	Monthly OMRA Meeting	OMRA
	Aug 14-15	Kid's Field Day	Trailsmen
	Aug 15	Mt. Scott Road Run	Mt. Scott
	Aug 21	Road Run	COMAC
	Sep 1	Monthly OMRA Meeting	OMRA
GP	Sep 12	European GP	OTBG
PR	Sep 12	Last Chance Poker Run	Trailsmen
DS	Sep 18	Rat Dog Dualsport	NWT&T
DS	Sep 19	Horny Wolf Dualsport	Lobos
PR	Sep 19	Rock 'N' Roll Poker Run	JCTRA
DS	Sep 25	Prospect 100 Dualsport	MRA
GP	Sep 26	Starvation Ridge GP	OTBG
	Oct 6	Monthly OMRA Meeting	OMRA
GP	Oct 10	Dick Jagow Memorial GP	Mt. Scott
	Oct 16	Old Timer's Banquet	Beaverton Honda
DS	Oct 16	COMAC Dualsport	COMAC
XC	Oct 17	Fall Classic XC	Lobos
GP	Oct 23	Kiss My Grips GP	NORA
XC	Oct 24	Monkey Butt XC	NORA
	Oct 30-31	24-Hour Team Race	OTBG

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

PR	Oct 31	Ghost & Goblin Poker Run	MRA
☺	Nov 6	OMRA Annual Calendar Meeting	OMRA
	Nov 7	AMA District 28 Sanction Meeting	AMA
XC	Nov 7	MRA ISDE Race	MRA
GP	Nov 14	European GP	OTBG
	Nov 19-20	WORCS GP (Boise, ID)	WORCS
	Dec 1	Monthly OMRA Meeting	OMRA
	Jan 1, 2005	Hangover Scrambles	JCTRA

XC=Cross-Country 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.

For further OMRA information, contact the following officers:

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Email: rclaypoole@bhy.net





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

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Sign up with the OMRA and get the newsletter delivered to you four times a year! (Please print clearly and return with a check made payable to: OMRA, c/o Randy Thomas, PO Box 2984, Tualatin, OR 97062)

Name/Business/Club _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone (____) _____ - _____

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.

2004 OMRA ORGANIZATIONS

OMRA, Inc.

PO Box 2984, Tualatin, OR 97062-2984
(503) 678-2779 www.omra-online.org

Central Oregon Motorcycle and ATV Club

PO Box 6151, Bend, OR 97708 (541)447-3896
www.geocities.com/comacclub

Emerald Trail Riders Assoc. M/C

P.O. Box 41617, Eugene, OR 97404
(541) 501-5020 www.etra.net

Jones Creek Trailriders M/C

PO Box 2188, Vancouver, WA 98668-2188 (360)604-5666 www.jonescreektrailriders.org

Lobos M/C Inc.

PO Box 2631, Clackamas, OR 97015
(503)656-5801 N7WXD@aol.com

Motorcycle Riders Assoc. M/C

PO Box 1471, Medford, OR 97501
(541) 779-4267 www.motorcycleridersassoc.org

Mt. Scott M/C

PO Box 2079, Clackamas, OR 97015
(503)254-9928/(503)655-0419 www.mtscottmc.com

NW Off-road Racers Assoc. M/C

1978 SE 73rd, Hillsboro, OR 97123
(503)649-8709 cloughman1@juno.com

NW Tour & Trail M/C Inc.

1101 SE 53rd Court, Hillsboro, OR 97123 (503)681-8881 TawmN@aol.com www.blackdogdualsport.com

Oregon Dualsport Riders

4776 Appaloosa Court SE, Salem, OR 97301
(503) 362-4107 imperial-4776@webtv.net
http://autos.groups.yahoo.com/group/Oregon_DSR/

Over The Bars Gang M/C

PO Box 1582, Goldendale, WA 98620

(509)773-4853 www.overthebarsgang.com

Reload Ridge Riders M/C

PO Box 530, Heppner, OR 97836
(541)676-5425 draver@centurytel.net

Trailsmen M/C Inc.

11576 Grouse Lane NE, Aurora, OR 97002 (503)678-2779 www.trailsmen.org

WORCS Racing

PO Box 62185, Boulder City, NV 89006
(702) 293-2561 www.worcsracing.com

Hillsboro Motorcycles

809 N.E. 28th Ave., Hillsboro, OR 97124
503-648-4555 www.hillsboromotorcycles.com

Mystery Photo Answer: **Harry Everts (His son is Stefan)**