



OMRA QUARTERLY NEWSLETTER FALL 2006

Issue #10.3

SAVE THE DATE: NOVEMBER 4TH
OMRA Annual Calendar Meeting,
SATURDAY 9:00 am, Lobos' Club-
house.

The Lobos' Clubhouse is located on the corner of 94th and Talbert in Oregon City. This meeting establishes event dates for the upcoming year, modifies rules and votes for new officers, etc.

All OMRA members are welcome. A club member or representative must show to reserve an existing date for the upcoming year.

If a representative from your club is unable to attend, you must contact an OMRA Officer prior to the event with specific dates (written requests preferred).

Call 503-572-1400 or
503-681-8881 for more info.

Editor: Keith Gienty
Associate Editor: Tom Niemela

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SINCE 1972

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Protecting Your Right to Ride!

STATEWIDE OMRA UPDATE

By Barrett Brown

The OMRA has been busy working to preserve riding opportunities throughout the state. Your support of the OMRA legislative fund is crucial to our success. Every dollar, and every hour you can contribute gets us that much further in protecting riding opportunities for the future. Here are just a few examples:

*The Wallowa Valley Trail Riders Association (pvrp@eoni.com) in northeastern Oregon has been a shining example of local activism. Their proactive efforts have developed and maintained a spectacular riding area for all of us to enjoy. The OMRA, through your legislative fund dollars, is partnering with the WVTA and the Blue Ribbon Coalition to resist an assault by anti-OHV groups on a valuable, major trail.

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TRAIL CLOSURES

By Keith Gienty



Fall is here and there are still quite a few trails that are closed for recreational use. I'm sure that everyone can agree that we have never seen so many closures in Tillamook State Forest. Many of the closures are temporary until logging operations are completed, or the trails can be maintained to prevent further damage. However, some of the trails are damaged so severely that ODF has no plans to re-open them.

As an avid rider in Tillamook, it's hard to go out for a day of riding and find that most of the trails are closed. You may find yourself thinking that it causes the open trails to experience far heavier use

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EDDIEVILLE GP - 9.10.06

By Ellis Cookman

This was another great weekend of racing in Goldendale. Scott and the OTBG worked hard to give us two days of riding. The first day was a play day to get your legs under you after the summer break. I was one of those who hadn't ridden since Mt. Scott's ISDE back in June. Sunday was a GP and the weather was perfect. We hadn't had any rain in quite awhile making dust the talk of the town in the pits.

Scott spent hours working on the track and watering it down. With the price of diesel, he must have spent an arm and a leg. His trucks worked all day and even the night before. Thanks for all your work Scott, it really improved the dusty condition.

Sunday had about 116 amateurs and 24 experts. It was a smaller turnout than most previous races. For me, any race is a good one, even when it's on my wedding anniversary. Sorry honey, I did take you out for dinner in Goldendale!

We had the quad race and team races first and of course the junior A and B. Kids are our future and the GP series is a great place to start them, with a wide track and no big hills. Moms can keep an eye on them and do they! I always see smiling faces on the kids. I didn't get a count on the number of quads. They looked like farm equipment with all the dust behind them, only I've never seen farm equipment go that fast. If a farmer had as much fun as the quads,

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LAS VEGAS-TO-RENO DESERT RACE

By Keith Gienty

Rick Bozarth, the owner of Bozarth's Off-road Service Specialties (BOSS), sells Husaberg dirt bikes and parts for just about every make and model of KTM. Rick entered the Vegas-to-Reno this year and finished in the top five. He has raced Vegas-to-Reno numerous times in the past.

This year's race was 587 miles, and Rick finished 5th place in his class and 19th overall. (Quite an accomplishment, since he started the race in 22nd place.) Rick raced the Husaberg FE650 and was really pleased with its performance. His top speed was faster than Speedy Gonzales at 105.7 mph, according to his Trail Tech Computer and time between checkpoints. That's fast enough to warp the plastic on your bike! He averaged an amazing 51.2 mph, and raced for 11 hours and 40 minutes by himself. This was the fastest Rick has ever gone on a dirtbike or anyone I've ever heard of. Unfortunately, the high speed caused his rear tire to heat up where the tread actually peeled off at every other knobby down to the wire.

Rick also experienced some very harrowing moments attempting to pass riders on the course. The dust was very severe and caused a few close calls. With his 650 Husaberg, he was passing riders like they were standing still. As he approached, his only thought was what happens if that rider moves left a foot or two? Fortunately, the wind was blowing pretty good, moving the dust off



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the course. However, there were a few situations where he was nearly blinded by the dust of other vehicles when the wind shifted.

Of course there were some mechanical issues – starting at the first pit when the seal on his gas tank expanded, due to the heat. It caused gas to leak onto the engine and stall whenever he pulled into the pits. This made it difficult to start and run when the tank was full.

Husaberg finished 1st in the 40 expert and 2nd in the 30 expert class. There were 144 dirt bike entries and 52 DNF's. Rick himself was close to a DNF near the end of the race. The last section is a thirteen-mile run through rocks. Less than 50 yards from completing the rocky section, Rick was already thinking about a nice cold one and nailed a rock. It stopped his front tire, and he flipped over the handlebars. The rear tire was flat, causing the accident.

After pulling a Superman, he landed on his backside directly onto a rock. It caused a subdural hematoma, starting at his lower back and continuing down the backside of his thigh. With only two miles left in the race, Rick climbed back on his Husaberg and painfully finished the race.

At the finish line he was placed in a wheelchair and is still recovering. He is back to work fixing bikes and providing parts. Give him a call if you need your bike worked on or some parts at: 503-255-8971. «

2006 DEVIL'S HEAD ISDE

By Tom Niemela

I kept asking myself why, oh why didn't I put the stock tank on? This story starts the day before the Devil's Head ISDE as I was prepping my 450X for the ride. I remember from my recent Shelton Enduro that my 450X was really top heavy with the large IMS tank on it, when flipping the bike back and forth. Even under filling the tank had all the petrol sloshing around inside the plastic cavity slowing the transition. However, I still needed the large tank for course routing on my upcoming Black Dog Dual sport so, I thought I'd just leave the tank on. Hey, I'm very familiar with the Trask area, love the tight stuff and how tough could it be? Boy, was I wrong.

Stevie Ray and I left my shack at around 5:30 am and made our way over the mountains to Tillamook and eventually made our way up the ghastly excuse of pavement called Trask River Road. While loading my bike that morning, Stevie Ray fortunately mentioned that my rear pads were condom thin – oof. I figured there's a small chance that my buddy, Frank (riding on our minute), may have a spare set of pads, since he also has an 450X. He was camped at Trask County Park and we slid in, begged for rear pads, which we swapped off his 450X. No worries, as he decided he would ride the Beta 450 for the race. His pads were only slightly better than mine, but anything helped. We swapped them, high five'd, and made our way to Hollywood Camp staging area.

It took forever to get through the traffic with Stevie's truck and enclosed trailer as Hollywood Camp is parking challenged. We unloaded and went to sign up. Wow, so many familiar, old and new faces! Dirt bike people are the best, and it was a pleasure meeting new folks and reminiscing with old friends. It blew me away to see Keith Cayton and Rick Aldridge show up out of the woodwork. I also got a chance to match a face with a name with Scott Autry. We eventually got our bikes into impound and the rider's meeting ensued. Then we headed to the trailer, donned our gear and waited with everyone for our start time. I had some new Moose Sahara, vented riding gear, and was very glad I had it, since the temps were



TOM NIEMELA Photo

supposed to get very hot for the area. As it turned out, it was brutally hot on the open clear cuts and such. Stevie, Frunk and I elected to ride amateur time schedule, which is an option in the 40X class. As we were waiting, it was fun hanging with everyone and the rampant back-and-forth teasing. Barrett Brown showed up with his boy, Reid, waving his injured foot flag. He was so proud, that he actually removed his temporary brace/cast and had me take some photos.

Our minute came up and we were on our way. We kept going up and up this road right out of camp and I knew the only trail that was up there was Fugawe Trail. I'd used this trail for years on my Rat Dog Dual sport and thought that was an appropriate name. It came from the old TV show called F-Troop, where they had a group of Indians called the "Heckawe" Indians. They claimed they'd go out somewhere and say, "Where the heckawe?" Riding the AM schedule left us a clear path up the ridge and down the long Fugawe Trail. There were a few people stuck on turns, but we snaked our way through the carnage. What an awesome start and I was sure glad I replaced my used rear brakes with something slightly less used.

From there the course started to become one long course, sprinkled with an occasional special test. My X was turning like a water buffalo as I darted into the first special test. This is about the time I started asking myself why

I didn't install the stock tank. This is exactly what I was asking myself at the Shelton Enduro a few weeks prior. I rode as fast as I dared, but it was like riding with a constant and resistant steering damper that went both directions. Argh, and wahhh. Add to that my brakes boiled over numerous times throughout the day. Towards the end of this test, Frunk started to catch me as I slid through the off-camber roads to the finish. Dang, I was struggling, but Frunk was on the Beta pipe! We took off from there and made our way to the next checkpoint with ample time to spare. It was awesome how much work that Huffman's and Clay did on the course. They opened up trails that I haven't ridden on since the old Trask ISDE! Awesome work guys!

Some course highlights was a trail I'd heard about at the top of Bushong, but had never been on. Wow, was that a rocky, nasty uphill. They ran us down Big Bertha, which was an eye opener! I hadn't been down that since maybe the early 90's and it was just as nasty and slick as it ever was, plus they then snaked us up this challenging goat trail that led us back up from the bottom. The second special test was a rock-plagued, uphill that was brutal, at least until the summit. I think I pin balled my way up the darn thing. Our OMRA VP, Ellis Cookman, was on the minute behind me and he caught and passed me on this test. He was definitely on the gas all day and rock'in' it!

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Eddyville – continued from page 1

imagine the cool looking corn binders getting air off of jumps? We better let farmers stay in the fields.

The amateurs went off without any problems. OMRA is researching an intermediate class to help thin out a few of the larger classes. We had 25 in the 40 amateur class and 20 in the open amateur. We would like to see a lot more experts at the races. Intermediate classes may help keep the riders coming. The OMRA will continue to look at the idea of an A, B, and C class for the larger classes. If we only get 3 people to sign up for a class @ \$30, that will not pay for the year-end trophies. OMRA wants to do a lot more with YOUR money than buy trophies. We want to keep our public lands open. I'm lucky that I'm one of the riders who ride just for the fun of it. I go all year and don't win a trophy at the races. If I played golf, I would not take a scorecard either. I'm all about playing or riding for the love of the sport and meeting great people. That is why I'm still racing after all these years. Let's hope for more members to make intermediate classes a reality.

I enjoyed having two days of riding and my wife loves getting out of town. No phones, housework and all the domestic stuff that holds us back. I enjoy our racing family and spending two days just talking about racing. Janean usually stays in the trailer and

reads a book. I guess after 23 years of marriage she has heard all my stories. I think they get better with time, like a good wine. Maybe it's that I whine more as I get older?

If you have not been able to see the racetracks at Eddyville or Starvation Ridge, you still have time. We have two more races left, November 11th and 12th. Scott also has team races and play days almost every weekend. Lots of fun for you and the family.

If you want cool pictures of your racing, go to: www.imagebyyou.photorelect.com. They are out there every race working hard to take that perfect picture that you gotta have. If only I could ride a little faster and smoother. I want to put my number on a AA rider and just call it mine.

As a referee, I can't write an article without talking about the rules. A reoccurring problem is after a rider finishes a race, he hangs out at the gate and then rides back to his truck without a helmet on. This is a serious liability for Scott if a rider falls and gets hurt. Please wear your helmet anytime you are riding in the pits. It is a problem and one lawsuit could shut the track down and we would all lose a great riding area. Thank you Scott and OTBG for all your hard work and willingness to put up with us racers who can get a little excited on race day. <<

Devil's Head –

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When I came into the gas check, I decided I better tighten up my loose chain. After bending over to tighten 'er back up, I stood up and saw the 'gray spots' coming at me, which prompted a quick return to the bent over position to get the blood back to my head. Whew, that was close. I



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usually don't have heat issues, but this day was working me over like Mohamed Ali. I kept wondering how the amateur riders would get through some of this technical and intricate course. There was one particular on/off uphill at the top of Zig Zag Road that forever has had a nasty rock face, and as I slipped the clutch on my faithful X around it, I couldn't help but wonder how many peeps would get stuck on that bad boy.

After the gas check we soldiered on, went through another test and started our way on South Fork Trask Road, which I knew would eventually take us back to the finish. When we got back, Stevie and I were stoked that the finish was in sight, and that's when I noticed the double arrows pointing left up the road. Argh – there's more? So we roosted up the steep road and low and behold, we came to the final test. I started off on the slick road, and it then dumped us on a trail that hasn't been ridden in years. This trail was one Stevie Ray made for the Lone Squirrel ISDE years ago, amply named "Stevie's Trail". At the bottom was the finish. Man, was I glad to see that.

Stevie and I headed to his trailer and just relaxed for awhile, as everyone came by, lamented how their day went and we drank anything that resembled fluids. What was up with the moron that came through the road yelling and honking his horn claiming that he won't drive on the side of the road due to some mapping thing? He had some real anger issues.

The weather could have been a LOT cooler and I have no idea how some of the amateurs finished the course. This

was the kind of course I specifically like, but it was very technical for a newer rider. HUGE props to the Mt. Scott folks, specifically Ryan Clay for again going over the top and creating an old-style, one-loop challenge! I struggled the entire day and was whipped more than a sundae topping, but I like the tough events and it was nothing short of awesome!

To top things off, Stevie and I drove back out to Highway 6 and cars were backed up as far as we could see. Huh? We proceeded to get in line, thinking it was only a mile or so long, but all the cars coming at us had people's arms out the door motioning for everyone to turn around. Okay, so we decided to head on over to the Tillamook Cheese Factory and snagged ourselves a cold and refreshing ice cream cone. Then some guy came out and asked if we had also been in the line on Highway 6. We informed him no, and he said that cars were lined up for over 20 miles – literally (he measured)! Great Scott? Apparently the single-lane bridge construction light malfunctioned, was stuck on green, and was only letting the westbound drivers cross. So we decided to go North and take the Highway 53 shortcut. A little long, but seemed like a good choice. Once we got to Highway 26, it was stop-and-go traffic. We sat in that mire for what seemed like two hours without air conditioning, and apparently there was a car wreck somewhere that stopped traffic – brutal! It finally let up at the Timber Junction and we didn't get back till around 9 pm. Oof again. What a day! «



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OREGON RIDERS GOING TO NEW ZEALAND ISDE

By Chuck Steahly

Four motorcycle cross-country racers from Oregon have qualified to ride for Team USA at the International Six Days Enduro (ISDE) held Nov. 14-19. Mason Harris, Dan Thoren, Rory Sullivan, and Derek Steahly will be on the 40 rider USA Team competing against 600 of the best enduro riders in the world for gold, silver, and bronze medals. The ISDE is held in a different country every year, and this year it will be held in Taupo, New Zealand - a region famous for the mountain scenes from the movie "Lord of the Rings". The competitors ride 120 to 200 miles off road every day for six days through mud, rocks, woods, rain and anything else nature throws at them. They have to comply with strict time schedules and thorough "special tests." Their motorcycles are impounded every night and they can only be worked on by the riders during the event. Just to finish is a major accomplishment.

The men qualified for the team by doing well at enduros held this summer in Idaho, Oklahoma, Tennessee and Colorado. The bikes must be prepared for the race, shipped over, airline tickets purchased, and hotel reservations made all at the expense of the competitors. This will be Derek's 4th ISDE, and Dan, Rory and Mason's first time.

Oregon has produced top riders in part due to the availability of recreation land and efforts of the OMRA to take care of our riding areas and put on quality events. We are fortunate enough to have some of the best riding in the world, and some of the best riders. «



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SIX HOUR TEAM RACE AT STARVATION RIDGE

By Dan Jordan

For many, the 6-hour race at The Ridge is a good trail run to the up and coming 25-hour race at the end of October. It gives the opportunity to test lights, work out bugs on wiring and get familiar with some of the challenges The Ridge provides. About 35 teams and a few iron men turned out for this event to test their skills. As of print time, Scott was up to 97 pre-entered teams for the 25 Hour.

On Saturday the 23rd of September, as we all sat on the starting line with arms pumped, bikes juiced, ready to blast off to the first corner, you couldn't help but notice something was missing. Was it moisture? There was a serious lack of moisture, but Scott had watered to try and make the dust a little more manageable. So after collecting my thoughts, I realized it was the wind! No wind! This can be an unusual treat or a demon, depending greatly on your start. So as I stood there holding my rear fender, looking down the line at the other 12 riders, I sized up the CC's on my competition to see if I had to rely on my lack of hole shot skills, or if I could draw from my KTM's 525 power plant to give me an edge. All 450's, I was feeling good...

As the flag was dropped, we were off like bats fleeing from the fiery depths of the underworld. All I could think about was getting to that first corner before the other boys. I rounded the bend and shot through the first few corners. The lack of dust filling my goggles and the wide open course gave me feelings of YEEEE HAAAA!!!

The joy quickly subsided as I knew this was just the start of a long race and Jason Parks was not far behind. I settled into the saddle (not really) and held it as wide open as I could, trying to dodge the few mud puddles that laid before me like slick landmines.

The course was typical GP style in length, with only one badly marked area (near the farm house) that got a few riders confused on the first few laps. Scott quickly fixed the problem. My first two laps were uneventful and I was able to maintain our holeshot lead, much to the help of the dust cloud screen that followed behind me. I made the exchange with my team mate Ryen Reid with the help of Bill Rush, our third team member.

Night soon fell upon us and we knew this is where we would either shine or die. With the help of our HID lighting, we were able to cut through much of the dust the lappers kicked up at us. There were times the dust was really thick

and with the no-wind factor, it would just hang, you would have to slow down to a snail's pace or end up off course face-to-face with a boulder the size of Texas and or a ditch. Ryen pulled in two great lap times that maintained our lead and then it was Wild Bill off to test his new KTM 250 XCW. Bill was just back recovering from a serious wrist injury and was unsure of himself. It only took a couple of laps to get his old groove back and he was smiling ear to ear.

With the soil samples at a minimum, and our lighting working to perfection, we were able to pull in some great lap times and maintain the lead through the entire race and take 1st in the Pro Class. The fun ended at around 10 pm and, with time to kill before the final results were posted, we decided to check out some great action shots at the 'Image by You' trailer.

The only grumbling I heard were those of amateurs getting docked laps by putting in lap times as fast as the pros. So a word of caution to those amateurs participating in the 25 Hour, don't sandbag or it will cost you!

Great job by the entire OTBG staff!! The event was fun, pictures were great. Can't wait for 25. «

Many thanks to our sponsors: MotoSport Hillsboro, PBI, Clarke Tanks, and Millennium Graphics

NORA'S MONKEY BUTT RACE

By Ed Ariniello

Round 9 - Starvation Ridge just completed and heading toward Round 10 - NORA's Monkey Butt was held this year at the Eugene MX and new venue!

Everyone is really excited for the new venue and the last 3 rounds of this year's OMRA-ATV GP Series!

After the Spring Mud Bowl season- quite possibly the muddiest in history, the summer events have been a relief up until The Ridge. As everyone knows the Ridge wears the skin off your hands and rattles the bolts off your bike!

Heading into round 9, the Pro Series is led by none other than Mike Bender! Mike's (Honda) consistency has led him to the forefront amidst Brandon Brown (Honda) and Max Barton (Yamaha)!

The Expert Series is a wild ride by anyone's account! This is a highly competitive group made up of tough, experienced, and tenacious riders!

Currently Chuck Holtz and his Honda hold a narrow lead on Danny Robinson (Honda) who fully intends to close that gap! Running right behind Danny is Bryon Paler (Yamaha) (really any bike that will run after overcoming his bike curses), now has to overcome a bad wrist from a little impact testing on his quad. Just in sight are Justin Waters (Yamaha) and Jeff Peters (Cannondale). Jeff also is coming off some serious injuries and getting back on the track!

One of the most competitive categories in any sport is the amateur class. Half skill, half guts, 9 riders bring their developing skills and guts to the line, in the OMRA-ATV Amateur series. Each rider is putting everything they can on the line, leaving the battlefield exhausted and exhilarated at the same time. Leading the pack of competitors is Scott Wiede on his Yamaha. Scott took first in all but 3 events this year. He is a formidable competitor against the best in his class. Following Scott is the persistent hard driving Ron Paylor (Suzuki). Pushing against Ron's hold on second is newcomer Drew Dishman. With 4 rounds passed, he jumped in and is fighting for third or fourth place. Challenging the front is Olin Perkins,



who (with any mishap) could displace Dishman. Following behind Perkins is Christopher Weaver (Suzuki). It's close enough where a mishap or wrong turn could cost him his seat. Newcomers Joel Anderson, Mark Meyer and Michael Barnett are racing hard and showing incredible potential in a full-year series. They are accumulating points and working their way to the top. They should be a formidable threat in the final events and next year!

Now here's a series to watch! The Novice Series consists of two riders; Jarod Crowfoot (Yam) and Robert Foster (Pol). These two are pounding at the title to the end of the season. Crowfoot was alone for 4 events and racked up 300 points, then comes Foster for the next 4 events racking up 300 points. Here we have a few events left and the two could go head to head right to the end! What a series!

The Women's Series has not quite got off the ground yet, but Lynette O'Dell signed on to give it a run this year. We sure hope this group grows and brings some fun to their lives, stories to the dinner table and excitement to the track!

The Utility Series is led by Dean Waters. This will bring some stories to Dean's Offroad.com site!

The Youth and Junior Series has experienced some races as well. Sisters Rebecca and Kim Jordan gave the Junior Quad series a try. However, their dad (Dan Jordan) just couldn't hold the spirit together. I'm sure Dan will have them back on the track next year.

The two track warriors in the Youth Class are giving each other a run for their money. Led by Sadie Bender with Taylor Sanders following closely, these two young girls have taught us all a lesson. Time after time, lap after lap, Sadie and Taylor Sanders battle it out. Sometimes they look like grown women, mastering their bikes that look way bigger than they should. Who knows where the year will end with these two competitors. However, it sure is fun watching them tear it up.

A special thanks to: Over the Bars Gang, Quad Squad, Mt. Scott Motorcycle Club, NORA, Offroad.com and LRD for bringing the ATV series to life.

Well quad and race fans, that's it for now. I hope you enjoy the season and have thought about joining in the fun next year. We would love to see you bring your friends or family to our events before we all get too old to say - yup, that used to be me out there. «

OMRA Update – continued from page 1

*Cline Buttes OHV area outside Redmond: The OMRA is working with the BLM to build a sustainable Trail Plan. Key concerns: User conflicts and proximity conflict with extreme residential and commercial development pressure adjacent to the area.

*Ochoco National forest: The OMRA is collecting locations of existing, important routes for inclusion in the upcoming designated trail system. Key concerns: Non-inventoried trails will be permanently closed, so we can't afford to "protect" any of our favorite "hidden" routes. Contact the OMRA and the Ochoco National Forest district office at 541-416-6500 to get involved.

*Tillamook State Forest: The OMRA and Oregon Department of Forestry are working key questions about the sustainability of many existing, historic trails. The task at hand is monumental, but it's achievable with your help. Key concerns: Trail volunteers, and your legislative donations are critical right now, or you could be the last generation in your family to have enjoyed some of the most spectacular motorcycle routes in the world.

*Statewide: In many high-use areas, vandalism is threatening the closure of some of your valuable trails. These are largely not motorized-recreation users, but to solidify our place on the land, we need to help police damage to signs and structures, and compliance with trail system rules. The OMRA has worked hard to develop good working partnerships with our public land managers. Without our help, these negative impacts will overwhelm the trail resources our children and grandchildren hope to enjoy down the road.

*NW Region: Key OHV policy decisions are being made in committees and courtrooms every day in the Northwest, and the OMRA is there, representing you. Early, effective involvement is the only smart approach, so help keep the trail resources you love alive and growing through your donations and volunteer hours. «

A BRAND NEW CLUB FORMED!

By Ed Ariniello

CROOKED FINGER RIDERS ASSOC. SILVERTON, OREGON SANTIAM STATE FOREST

John Winslow of Camp Dakota, Silverton, Oregon, began the process of creating a new riding area earlier this year. He started by creating contacts to explore the possibilities of a formal riding area in the Santiam State Forest.

This included contacting the OMRA and ODF to form an official club to complete his goal. He gained approval from the ODF to create the 400 acre OHV area near Silverton, Oregon. In addition, he worked with the OMRA to gather information and develop a riding club to support this new riding area. His tenacity led to over 20 people getting together to work out the necessary steps to bring the project to the next level.

As of October 15th the Club adopted the name of Crooked Finger Riders Association (CFRA), created its mission statement and established membership dues (the club name was derived from the road heading up to this area). They also worked with the OMRA to establish free OMRA membership to all of their club members.

In the next few months they are looking at GPS navigation to map and mark the trail system for ODF approval. They are also looking to build their club base. The OMRA intends to do everything it can to support their goals.

Take a look at their website at: www.campdakota.com/atv or email John Winslow directly at: john@campdakota.com for any questions. «

Congratulations and thank you CFRA!

Trail Closures – continued from page 1

than normal, which degrades them at a much faster rate. This is why we need to get more involved in trail maintenance. ODF provides a mailing lists of trail closures, updates and work parties for trail maintenance.

Check out ODF's website at: <http://egov.oregon.gov/ODF>. They provide updates on forest closures, trail maintenance and forest fire dangers.

ODF has work parties creating new trails and cleaning up the existing trails, if you are interested in helping out. Their mailing list informs the public of future work parties and how you can help out. They can be contacted at: Oregon Department of Forestry's OHV Coordinator at (503) 357-2191.

On a national level, you can get involved with BlueRibbon Coalition (www.sharetrails.org), National Off-Highway Vehicle Conservation Council (www.nohvcc.org) or Americans for Responsible Recreation Access (www.araaccess.com).

If you think this doesn't affect you because you ride motocross, think again. We all need to take this seriously and get your riding buddies involved as well. Tracks and desert riding areas are closing due to noise levels and other complaints. All that leaves is public land, which is being closed as well.

The future of our sport depends on our involvement. Get involved and protect our riding areas for ourselves and future generations to come. «

