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

Protecting your right to ride!

**New OMRA Editor!**

I would like to introduce you to our new OMRA Newsletter Editor, Keith Gienty! I've been writing this darned thing for 10 years and want to get back a little time, so Keith has graciously stepped up to the plate and offered his services, so please thank him for his volunteering for this when you see him! I will still do edits and occasional articles, but Keith is now 'Da' Man'. He sounds like he has some great ideas to further enhance the Newsletter, so let him know your thoughts.

Ride on!

-Tom Niemela

**First GP Race by James Harris**



Racing season is off to a great start with the opening GP races. The track conditions were a #10 at Eddieville. This time of year it is hard to find a place to ride that

isn't muddy. The course had no dust with perfect traction. The mornings started out cold but by the time the race started the weather was just right. The competition was great with a large turn out of riders from both Oregon and Washington. OMRA



signed up a ton of new members including some of our northern neighbors (NMA). The owner, Scott, added the perfect weekend by having a tree crossing section

that created an eventful spot to watch for the spectators. The first cross country/gp race was not quite a perfect day for some. The night before the races began and those of us that were camping were able to experience an incredible thunder and lightning storm that created sound and beauty all night long. Along with the stunning storm brought a large amount of rain to Starvation Ridge. It was a weekend many either loved or absolutely hated. The bikes weighed an extra 50 lbs within the

*We've had plenty of races to date and we have provided reports on most of them. Many were very challenging due to the rain and mud. We hope that you will enjoy our newsletter and find it useful. Don't forget to sign up for trail maintenance with ODF out of Tillamook. We need to maintain and improve our trails to open the closed trails and keep the open ones from being closed. C,ya on the trails! Keith Gienty, Editor*

first 1/4 of a mile. The course had a few luring sink holes that sucked in a few riders creating a tiresome experience. Day 2 was much like the first; many riders hoped that the 2 day would not be as wet as first but with no luck to the wishful thinkers. Day 2



was just as muddy as the first. Both days did have a couple of things in common: mud, mud holes, bikes buried in the mud, and awesome traction in the second half

of each of the races.

I would like to thank our sponsors, event coordinators, Image By You (for the photos of the race), and of course everyone else that makes it possible for all of us to enjoy the sport of motorcycle racing.

Anyone want to write a short blurb on any of the races feel free to contact me at [james@cedarmc.com](mailto:james@cedarmc.com) I look forward to seeing you all at the next races.



**China Hat Dualsport by Tom Niemela**

I think I've raced almost every year since '81 (feeling old here), but this year I decided I'd had enough of whoops and no single track, so I offered to help Lobos M/C with their event. However, I did plan on riding their dualsport event on Saturday. I finally got out of work late in the day and made my sojourn East. This was the first time to take out my new dwarf camp trailer called a "Scamp". My circle of friends and I have now lovingly nicknamed it "The Skank".

After the usual 3.5 hour commute to the high desert, I arrived around 10:30pm and shoehorned my Nissan and Skank behind

Frank and Walt's island-sized Beaverton Honda pad. After a half hour or so, Frank helped me figure out how to fire up the heater in the Skank and I was now a bonafide "happy camper". Frank and Walt were all stoked that we all had our smiling mugs in the very latest issue of Dirt Rider Magazine on the 24-Hour Ride article! Our Andy Warhol 15 seconds of fame – woohoo! Check out our (and their) test of the new Beta 450 at your news stands! Hey, our local boy Ricky Bozarth and his Husaberg are in there too! After a few adult beverages, we all hit the hay around 11:30pm. The trailer was all cozy and warm, that is until around 3:30am. Then the fan only blew out cold air and I noticed there was no heater flames lighting up the inside. Brrrrrr! It was bloody cold after that. Upon getting up the next morn after not sleeping since the heater died, it was explained to me that once the trailer's battery gets below a certain voltage, it automatically shuts off the heat-generating propane. Ooof.



Lobos' Billy Toman had sign up inside Beaverton Honda's massive trailer and tent, then roll charts, maps and matches were handed out. What were the matches for you ask? In case you get hopelessly lost and have to spend the night, you can make a lifesaving fire, while snuggling with your hawg. Frank, Walt and I got kind of a late start, as it was still icy cold. At the last minute, I opted to ride the new Beta 250 thumper instead of my usual, trusty steed. I'd never ridden this bike, so this was a perfect time, although it didn't have a rollchart holder, and since both Frank and Walt had holders, I was good to go – or so I thought!

We took off and didn't get more than a mile or two down the trail until we were already hopelessly lost. We did a few circles, along with other riders, and then met up with Dan Hatcher. Danno seemed to know where to go (he's got a good sense of direction, well mostly!), so we followed him and continued on the course. It was only a little dusty in the open sections, but was still dark soil just below the surface - perfect. The little Beta 250 was proving to be a very fun, nimble little bike. It was a quick turner, good suspenders (considering my tonnage), and once you got the revs up, it would run through the gears pretty good! After an hour or so of flogging the course, I came around a turn and Danno was picking himself up. Apparently he knifed his front end and augered with a good whack. He got up and was kind of rummy and his wrist was bleeding. After we buttoned his Yamaha back together, told him he was fine and patted him on the bottom, we were off again. We specifically missed a few sections that I knew were riddled with endless whoops, however we still hit more whoops than we cared for. We eventually made it back from the first loop, gassed up again and headed out onto the second loop. After a few miles of lava rock, one particular chunk of volcanic

agate got the best of the little Beta's rear knob and gave it a puncture, wherein I limped the 250 back to the finish.

At the end of the day, Lobos provided hot dogs and sodas for everyone as Billy Toman handed out the trophies. Then it was off to the campers and haulers for dinner and socializing. Wow, what a treat not having to think about what food and such to eat before the race! Unfortunately Walt must've eaten something bad and was green – bummer. Again I stayed up late bench racing and generally telling lies with everyone, but tonight Frank was nice enough to add my Skank to the outlet of his quiet Honda generator. Woohoo! I was warm ALL night!

### China Hat - The Race



The next morning I made myself a couple of fresh, French-roast cups of java and attended the ISDE rider's meeting. After all these years, the Lobos' microphone/speaker setup finally gave up the ghost and the meeting was hard to hear Lawrence's vain attempts at yelling out the highlights. Since I wasn't racing, I was assigned the job of helping record the end of the last special test, along with ETRA's own Adam Achepohl and Mike Hall. We planned on leaving at 11am to head out on the course, so I figured I could snag some quick photos of the riders as they were leaving the start area. Not the best of circumstances for photos (due to lighting), but I made the best of it and snapped as many as I could.

At 10:30am I had to go pack up my bike and trailer to head out to the test, so apologies for riders after 10:30, who I didn't get pictures of! If you were during the time I took my pics and don't see yourself, that's probably because you were too close to another rider as you went by and I could only get one shot – sorry! I'm sure Tommy Whitcomb got some really great shots out on the course. Check his site at: <http://whitcombphoto.com>

Running the special test was a hoot, and everyone should try helping out at an event sometime! The end of our test was FAST, and the riders were sailing through there. Lobos had custom rider number/stickers for each bike and it really helped out on the scoring for us. It's amazing what kind of protective gear some of

the riders were wearing (or NOT wearing!). There were also a couple trail riders that came through, which was odd, plus a couple riders that appeared to ride the event, without being an official entry. Everyone marches to a different drummer I guess. Thank you Lobos for busting your fannies and providing top-notch events for everyone to enjoy! Their attention to detail was the best and I continue to look forward to enjoying the fruits of their labor.



### For upcoming trail maintenance dates in Tillamook State Forest, contact ODF at:

**OHV COORDINATOR  
KELLY FOSTER  
503.359.7463**

[kfoster@odf.state.or.us](mailto:kfoster@odf.state.or.us)



### Horn Rapids Race by Ed Ariniello

Going into the 5th Round of the 2006 OMRA Series, every class was up for grabs! The Horn Rapids OMRA - ATV GP was held Saturday May 20 just out of Tri cities Washington. There were over 50 riders who committed to the race despite two days of fierce thunder storms and rain. The Horn Rapids sandy base County ORV park track held up to the abuse, and there was limited dust in the morning. However, the dust became an issue later in the day for the Experts and Pros.

OMRA-ATV riders fared well and stacked up much needed series points. Mike Bender competing for first in the Pro class rode hard for his first lap until he was forced to concede to a severely worn sprocket preventing the chain from staying on the sprocket. Mike nursed it through a second lap for series points passing Brandon Brown and Max Barton who were absent for first place in the series. Jeff Peters, Bryon Paler and Danny Robinson all kept the fight going for the series lead. Bryon who can't seem to keep his bike together raced on yet another borrowed bike from his brother who just finished the Amateur race minutes prior! Jeff rode his Cannondale hard bringing it to a solid 3rd place finish. In the Amateur group the series seems to be dominated by Scott Weide who placed first overall in his class. Ron Paylor rode as hard as he could after already riding the unclassified for practice. He moved from 16th in the 4th lap to 10th in just over a lap and a half placing 2nd in OMRA. Robert Foster ran his first OMRA race taking first place points in the beginner class putting him within striking distance of Jarod Crowfoot. Sadie Bender brought in enough points to take first in the youth OMRA series just 25 points ahead of Taylor Sanders.

Round 6 Another 2006 Eddyville Mud Bog brought the competitors back together!

A few new twists and turns - even a pond had been added to challenge the competitors. A few old and fun areas were brought back to life - like the log run...some great additions to the fun. After several days of sunshine mother nature brought an immeasurable amount of rainfall over night. The soaking of the track was unbelievable. The Pros were away

challenging Washougal in the WORCS event suffering the same demise for sure. The Eddyville group dug out their best mud gear and headed out to attack what mother nature dealt them. Lap after lap of switching places, goggles, gloves, and being stuck, the group endured everything they could to keep going. In the end the finish line was spread out by those that either got stuck less or got through the mud faster than others.

After removing all the mud we found out who survived this grueling race: Charles Holt lead the experts with Danny Robinson and Bryon Palor (probably holding his bike together just long enough) with Ed Ariniello leading the Amateur group followed by Scott Weide, Newcomer Drew Dishman and Ron Palor. Highly competitive new comer Robert Foster completed the exhausting event gaining 75 more points in the run to catch and pass Jarod Crowfoot in the Novice class. Taylor Sanders wrapped up the event completing the grueling course in the Youth class.

The spring series is proving again to really mix up the championship run, keeping the trophies open for anyone in the series and even keeping room for new comers to take the championship in almost any class if they get in the next two events!

Join now and make you're run for the Championship!



### Heppner Race by Keith Gienty

Poker Run 5/19/2006

We arrived at the Heppner ORV park Friday evening for the Poker Run and Cross Country race for the weekend. The weather was fair on the way over and dry when we arrived at the park. We setup camp and barbecued burgers that evening for dinner. After going to bed we were woke around 2:00 am in the morning to a horrendous down pour. It rained most of the night and soaked the course for the poker run. We started the poker run and about half way through it when were caught in another torrential downpour. The wise riders took cover in the trees and of course my riding buddy and I continued on the Poker Run. By the end of the 25 mile poker run, we were completely drenched. Our trusty weatherman said scattered showers and we took our chances. Most of us didn't bring any wet weather gear and we paid the price.

### Cross Country Race 5/20/2006

After the Poker Run on Saturday the skies cleared and stayed that way the rest of the day and all night. I think everyone was excited about the trails drying out making for a fast and easy race on Sunday. However, we weren't going to be that lucky. Just before the riders meeting Sunday morning some black clouds moved in and it began to pour out. It continued to rain for at least the first two hours of the race soaking the trails and creating some deep sloppy mud pits.

The race course was basically the poker run backwards with a few changes. The race started on schedule and Marty did an excellent job prepping and labeling the course. However, with all the mud and rain it made for a very long and challenging race. There were many spots on the course where the ground was hard pack with a slight layer of mud on top. This led to a very slippery race and the hardest race I have ever completed. There were quite a few DNF's and the riders I spoke with said the course would've been perfect if not for the rain.



### OMRA Business Members



### Pro-Motion Racing



### Suspension By Design



### Draft of Park Rules Stresses Conservation

By Juliet Eilperin  
Washington Post Staff Writer  
Wednesday, June 21, 2006; A19

The Bush administration has issued new draft guidelines for managing the national parks that make conservation the top priority -- ahead of recreation and energy development.

The new management rules -- which outline how park supervisors should handle issues including homeland security and whether to allow off-road vehicles to cross nature areas -- pleased environmentalists but angered off-road vehicle users, who said

they fear that the Interior Department is modeling its practices after those of the Clinton administration.

In a news conference Monday, Interior Secretary Dirk Kempthorne said department officials had decided that preserving the country's parks ranks above any other management goal. "When there is a conflict between conserving resources unimpaired for future generations and the use of those resources, conservation will be predominant," Kempthorne said. "That is the heart of these policies and the lifeblood of our nation's commitment to care for these special places and provide for their enjoyment."

Environmentalists had sharply criticized two earlier drafts of the rules, including one version leaked to the media in August that was written by Paul Hoffman. Hoffman, a political appointee, served as a deputy assistant secretary for fish, wildlife and parks at the time and now holds the same title in the Interior Department's policy, management and budget division. Park advocates noted that the most recent management draft released in October, which ran more than 200 pages, included language that would have made good visibility in national parks an "associated value" rather than a "highly valued" resource as it stands under current rules. The latest draft restores the current language.

"They made virtually every change we recommended," said Ronald J. Tipton, senior vice president for programs at the National Parks Conservation Association. "The only conclusion you could draw from this is Secretary Kempthorne has taken a keen interest in national parks. This is a priority for him."

Don Amador, the Western representative for the Blue Ribbon Coalition, a group representing park users nationwide, said the administration had gone too far in placating its critics.

"Our concern is we don't want the administration to go back to the Clinton-era policy of putting preservation over recreation," Amador said. "They're both important, and motorized access to national parks, whether it's snowmobiling in Yellowstone or riding a sports-utility vehicle in the desert Southwest, are important ways for people to use and enjoy their parks. We just want to see a balance."

The administration will now take public input on the proposal for 90 days. That it was willing to revisit the matter of how the government manages its parks, Kempthorne said, shows the department's commitment to serving the public.

"The true test of any vibrant organization is that it can examine itself critically and constructively to strengthen its vision and improve its operations," he said. "With these revised policies, the National Park Service has again demonstrated its ability to engage citizens in productive dialogue and benefit from the valuable insights and suggestions of its employees, friends and partners."

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From the Stateman Journal

<http://159.54.226.83/apps/pbcs.dll/article?AID=/20060608/OUTDOORS/606080301/1034>



### Safe and Sand

A family-friendly Salem ATV club challenges wild-riding stereotypes

[ROY GAULT](#)

Statesman Journal

June 8, 2006

Engines screaming so loud that children cover their ears, sand flying, quads soaring over jumps and landing Evel Knievel-style on the opposite side of a row of motorcycles, with a gallery of rowdy all-terrain-vehicle riders cheering wildly, slapping high fives and hoisting another beer.

Not.

If that's the kind of off-road riding experience you're looking for, don't apply for membership in the Salem Sand Club.

"They're really straight-laced people, and I like that part of it," said Roger Olfert, who joined so his two teenagers could learn to ride. "They don't drink while they're riding, none of that."

In an era of speed and daring, in a sport with a reputation for full throttles and empty bottles, Salem Sand Club stands out as a beacon of what ought to be.

"The whole focus for their club is to get families together and to get out and recreate," said Rocky Houston, all-terrain vehicles coordinator for Oregon State parks for two years and now the state director of recreation trails. "There are other clubs that definitely are a lot different, that ride a little more aggressively, a little more stereotypical."

### 'Brains Attached'

Bev Stubbs of Salem Sand Club is quick to emphasize that the stereotype mostly is hype, that the majority of off-highway-vehicle riders are safe and responsible and that the sport doesn't deserve across-the-board judgments by those who don't ride.

"Despite all the negatives that are put out there, people need to know that most people on the sand dunes ride with the proper safety gear, ride with their brains attached, as I call it," Stubbs said. "But you always have exceptions to the rules, the minority who think they can do what they want, that they're invincible. You have those in everything that you do."

There have been enough exceptions in recent years to move the U.S. Forest Service to tighten rules on unrestricted camping in the Oregon Dunes National Recreation Area and to ban alcohol from camps in the sand.

Oregon had 109 three-wheeler and four-wheel quad-related fatalities from 1984 through 2004, including 10 in 2004, seven in 2003, 11 in 2002 and 13 in 2001, the most recent statistics available. Statistics do not include off-road motorcycles, dune buggies and other off-road vehicles.

"Ninety-nine percent of the time, if someone is killed on an ATV, they don't have a helmet on or they haven't had a safety course," Stubbs said.

"But if people are trained properly, it's not the bikes that are doing it. It's human error, and people need to know that."

### Getting the word out

Salem Sand Club members don't sit around the campfire in rocking chairs drinking milk at night and don't stand on soap

boxes and deliver sermons on the virtues of conservatism and the damnation of recklessness.

"We don't go out and preach. We don't stop people and tell them they should put a helmet on," Stubbs said. "But if we see a small child, we'll go over with one of our coloring books and ask if they'd like one. We don't rag on people, but if we see ways we can help teach safety, we jump on it."

The club printed up 200,000 coloring books that have ATV safety themes and 200,000 safety cards that members hand out. The books and cards also are available at forest service, state-police and state-park offices, bike shops and at businesses such as restaurants where there's high ATV-user traffic.

Other safety projects include a bulletin board the club put up at Sand Lake Recreation Area, an annual poker ride to raise money for ATV safety education and a Web site that promotes safe riding, [www.salem-sandclub.com](http://www.salem-sandclub.com)

"It's important that everyone knows this information because that's what's going to enable us to keep riding -- for people to stay safe and use their heads," Stubbs said. "That's what we promote. Our main thing is to enjoy it and promote it so that our grandkids will be able to enjoy it."

### New rules not perfect

Houston said the club has practiced what it preaches.

"All my experience with them, it's been a family atmosphere, a tight group of people," he said. "Out on the dunes, where sound is a big deal, when I've been with them, all their machines have been at or below the permissible sound level, and their relationship with the land managers has been positive."

While it's a club that follows rules, not all its members necessarily agree with increased restrictions on the sport.

"I don't agree, personally, with the sand-camping rule, with how they've cut it back so not so many people can camp out there," Stubbs said. "There's almost no place for people to camp, and the sport is growing, and people love to camp on the sand." Nor does she agree with the no-alcohol rule and the way it's enforced.

"If you're in an established campground or if you're on the pavement in a day-use area, you can drink," she said. "But in the sand, even if the container's not open, if they find it, they'll pour it out and make you leave the campsite. In other words, you can go to day-use areas and get soused and then ride if you want to."



OMRA ATV Series by Ed Ariniello

The 2006 OMRA ATV Series is running hard creating serious FUN, competition and opportunity for everyone involved, while still leaving room for newcomers in the fall second half!

Sizing up the stats:



Mike Bender slid into the Pro Class number one spot with serious and fast

competitor Brandon Brown right behind him. Giving the two a run for their money is Max Barton in third place.

The experts are putting on a very competitive series highlighted by Bryon Palor's "who's bike can I ride today" dilemma! Charles Holt has ridden hard to maintain 1st place with 390 points. Danny Robinson and Bryon Palor are in the chase right behind him fighting for second and third. Battling it out to gain on the lead group and for the next two places is Jeff Peters and Justin Waters.



The highly

competitive Amateurs are being lead by Ron Palor who continues his consistent finishing accumulating 375 points to lead the class. Scott Weide who's amassed 4 first place finishes is charging hard to make a dent in Ron's lead with 345 points. Third place is heavily guarded in a three way battle between Olin Perkins, Michael Barnett, Cris Weaver and new Comer Drew Dishman who's speed will threaten the group this fall.

Jarod Crowfoot and newcomer Robert Foster are starting to trade events to warm up the fall for the Novice Class.

The Utility Class has given competitor Dean Waters all too much practice while he waits for a challenger! Get in there now utility riders!

The series is still looking for women and young girls to take on the 4 wheel competition opportunity. The first group to compete in the second half could take this class to a whole new level!

In the Youth group our two speedsters are trading finishes and events to make for a lot of fun. Sadie and Taylor continue to stick to it and battle out who will take first and second at year end!

In our junior group we are still looking for a few young kids to join the Jordan girls in the fun. Bring your kids and stir up some dirt! Take home a trophy or two for your kids shelf and light up their lives!

All said a lot of great fun so far! A lot of great competition and fun is set for fall..... so JOIN US!

See you in the dirt...



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I have read and agree with this release.

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PO Box 13674, Salem, OR 97309  
<http://www.armc.com/>

**Central Oregon Motorcycle and ATV Club**  
PO Box 6151, Bend, OR 97708 (541)447-3896 [www.geocities.com/comacclub](http://www.geocities.com/comacclub)

**Emerald Trail Riders Assoc. M/C**  
P.O. Box 41617, Eugene, OR 97404  
(541) 501-5020 [www.etra.net](http://www.etra.net)

**Jones Creek Trailriders M/C**  
PO Box 2188, Vancouver, WA 98668-2188 (360)604-5666  
[www.jonescreektrailriders.org](http://www.jonescreektrailriders.org)

**Lobos M/C Inc.**  
PO Box 2631, Clackamas, OR 97015  
(503)656-5801 [N7WXd@aol.com](mailto:N7WXd@aol.com)

**Motorcycle Riders Assoc. M/C**  
PO Box 1471, Medford, OR 97501  
(541) 779-4267 [www.motorcycleridersassoc.org](http://www.motorcycleridersassoc.org)

**Mt. Scott M/C**  
PO Box 2079, Clackamas, OR 97015  
(503)254-9928/(503)655-0419 [www.mtscottmc.com](http://www.mtscottmc.com)

**NW Off-road Racers Assoc. M/C**  
1978 SE 73rd, Hillsboro, OR 97123  
(503)649-8709 [cloughman1@juno.com](mailto:cloughman1@juno.com)

**NW Tour & Trail M/C Inc.**

1101 SE 53rd Court, Hillsboro, OR 97123 (503)681-8881 [TawmN@aol.com](mailto:TawmN@aol.com)  
[www.blackdogdualsport.com](http://www.blackdogdualsport.com)

**Oregon Dualsport Riders**  
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[http://autos.groups.yahoo.com/group/Oregon\\_DSR/](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](http://www.overthebarsgang.com)

**Quad Squad ATV Club**  
3805 Riverhill Drive, Pasco, WA 99301  
phone: 509-545-0338  
<http://www.quadsquadatv.com>

**Trailsmen M/C Inc.**  
11576 Grouse Lane NE, Aurora, OR 97002 (503)678-2779 [www.trailsmen.org](http://www.trailsmen.org)

**Umpqua Lands Trail Riders Association (ULTRA)**  
P.O. Box 281, Roseburg, Oregon 97470  
(541) 957-5807  
[www.ultraohv.org](http://www.ultraohv.org)