



## OMRA QUARTERLY NEWSLETTER SPRING 2007

Welcome to the spring issue of the OMRA newsletter.

The OMRA provides trail maintenance updates to other areas of the state. What about your area? Please let us know about trail maintenance info in your area.

Trail Maintenance Dates for Tillamook State Forest (from ODF):

- \* Work party May 12th
- \* Work party June 9th
- \* Work party September 8th
- \* Work party October 13th.

Contact Kelly Foster for further information regarding trail maintenance. He will also put you in his mailing list for updates regarding trail closures and maintenance. Here's his contact information:

Kelly Foster at 503-359-7463  
email [kfoster@odf.state.or.us](mailto:kfoster@odf.state.or.us)

Enjoy your riding this spring and we look forward to seeing you on the trails and at the races.

Sincerely,  
Keith Gienty  
Editor

**SINCE 1972**

**Protecting Your Right to Ride!**



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### TRAIL VOLUNTEERS

by Barrett Brown

The OMRA works with land managers across the state to develop, and put in to action, trail maintenance plans to keep our awesome trail systems open. Developing these plans takes time and partnerships. Due to the effort of volunteers, coupled with agencies like USFS, BLM, and ODF, most of our trail systems now have detailed management plans. Your ATV funds help support these agencies efforts to keep the trails in good shape, but there is much more to accomplish. The reality is that we need to get on board and do our part on the ground. No trail system can succeed without a healthy volunteer program and right now every program in the State has great volunteer opportunities waiting for you and your family.

We've all ridden miles of trail that some other volunteer built or maintained for us. Most of the time we neglect to ask ourselves a simple question - "How did this trail get here?", "Who does the work?" Well, spread the word! It's such an awesome, rewarding experience to be the answer to that question. Knowing that other riders will have a great day in the woods thanks to your hard work. You can take pride in knowing that a parent will share the trail you worked on with their child, a friend, or complete stranger, thanks to your hard work. In addition you can teach your child

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### THE FUTURE OF OUR SPORT

by Ed Ariniello, President

Remember when we were children enjoying the benefit of the greatest sport on earth? Spending countless hours riding our 50cc or 80cc bikes and quads? With the progress we've made in the last few weeks some of those privileges and experiences are still at risk with the current wording of Senate Bill 101.

In the past few months significant work has been done from all areas of interest to increase the safety of our sport. The word has spread that we have too many critical and fatal injuries in our sport resulting in potential legislation to reduce the probability of such serious or fatal injuries. This brought about SB 49 to the Senate. After hours of negotiations and involvement from many people and organizations including the OMRA the bill was found to overstate its need or relevance.

This led to the Governor asking the State Parks to address ORV safety leading to the development of SB 101. However, SB 101 is still in the process of restricting anyone under the age of 16 of riding without direct supervision. Without success of this further work we have to complete our children will not be able to participate in family rides, fun runs, poker runs, grand prix, cross country or isde activities on public land.

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**Bob Lanphere's**  
**BEAVERTON**  
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**(800) 929-1044**



David Hall at Starvation Ridge

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## BLUERIBBON COALITION, INC.

### IT'S TIME FOR ACCOUNTABILITY IN RECREATION BUDGETS

Editorial by Brian Hawthorne, BlueRibbon Coalition Public Lands Director

The perennial battle over recreation budgets for federal land managing agencies, especially the U.S. Forest Service, will likely have just concluded by the time this issue reaches your mailbox. In recent years, BRC has been watching the recreation and trails line items, working to hold the line against proposed cuts.

This year is no different, although with the new Democratic controlled Congress, there is talk about some modest increases. We're not holding our breath, but that's good news. Hardly a day goes by without Forest Service Chief Dale Bosworth reminding us that "unmanaged recreation" is one of the four "key threats" to America's National Forests. If recreation is top priority, we expect the Chief to fund it accordingly.

Recreation and trail budgets are the type of issues where you find typically adversarial interests working together. Whenever these budgets land in Capitol Hill hearing rooms, the trails community quits carping at each other and joins in a grand chorus to see that trail budgets are adequately funded. But recently, BRC's enthusiasm for pushing increased budgets has waned a bit.

As we've engaged the Forest Service in the implementation of the Travel Management Rule, our confidence in the budget process has been shaken. What we are finding is instance after instance where individual field offices either failed to take advantage of OHV funding sources, or flatly refused to take grant money, even after it had been appropriated.

One common scenario is where the agency fails to complete the required environmental analysis associated with a project. For example, Mississippi's Holly Springs National Forest refused to accept \$14,000 of Recreational Trails Program (RTP) grant monies that had already been approved with the assistance of the Memphis Motorcycle Club. Although no reason was given in the letter refusing the grant money, agency employees told BRC that staff failed to complete the required environmental analysis in time to accept the grant. The agency had two years to complete the analysis.

Another way-too-common scenario is when agency employees fail to follow instructions when applying

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BlueRibbon Coalition,  
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for grant monies. In one of the most egregious examples, California's Sequoia National Forest lost a chance at \$250,000 from the California Off-Highway Motor Vehicle Recreation Program simply because staff failed to follow the required procedure when writing the grant request. According to Chris Horgan with the Stewards of the Sequoia, forest managers said the mistake was made by FS staff that were new and had not received training on writing grants. Horgan dismisses this excuse, noting that the instructions are easily available on the California OHV Program's website.

As we find more and more of this sort of thing, it gets increasingly difficult to sit still and listen to FS employees complain about their recreation and trail budgets. There are times when the complaining sounds a bit like wailing and gnashing of teeth. Given that the two examples above can be found in just about every unit of the U.S. Forest Service, I'm not inclined to sit still much longer.

BRC will continue to support increased recreation funding, but the U.S. Forest Service must be held accountable for how much of that budget gets on the trails. Individual units of the Forest Service must accurately disclose how much it will cost to fully fund recreation programs in each year's requested budget. If the administration refuses to include full funding in their budget, it should explain to the public why.

It is reasonable to assume that, as Travel Management Plans are finalized, it will be easier for each Forest to take advantage of the various grant programs, but I guess we shouldn't hold our breath on this either. If "un-managed recreation" is a top priority, then managing recreation should be the top priority in the budget, don't you think?

-Brian Hawthorne is the Public Lands Director for the BlueRibbon Coalition. For questions or comments, he may be contacted at: BlueRibbon Coalition, 4555 Burley Drive, Suite A, Pocatello, ID 83202. Phone: 208-237-1008 x 102, Fax: 208-237-9424. Email [brbrian@sharetrails.org](mailto:brbrian@sharetrails.org).

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The Future of Our Sport,  
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SB 101 is now finalized and the next stage is moving to the House. We intend to work in partnership with our members, member clubs, businesses and related associations, individuals and agencies to ensure the best possible outcome for the motorcycle and ATV riders in the State of Oregon.

These needs bare great burden on all of us and we take this very seriously. As I stated recently at the last few racing events, we need YOU to take this burden seriously as well. Honestly, I was embarrassed at China Hat by how few people raised their hands as OMRA members. We desperately need our readers and all motorcycle and quad enthusiasts to join the OMRA to help us in this battle. We are all volunteers and make many sacrifices to represent our right to ride and take our children riding on state lands and races. We desperately need your support and membership.

With that, we need YOU to take responsibility to make a difference in at least our membership! When we go to Salem, we need numbers!

It is beyond me how one can ride the trails, the events, even their own property in our state and not belong to the OMRA. We are the voice and representative of your privileges and rights as OHV riders. These privileges are at risk and we need your help. Whether you are young, old, ride trails, dunes, old trails, new trails, or an ATV, we need your membership.

For \$15.00 a year or \$250 for a life membership we can work together in greater numbers to be a strong force in front of the Senate and House. Your membership will give us the power we need to make a change and protect our riding areas and riders.

If you are already a member, we thank you and ask for more assistance with a donation to our legislative fund and to bring us more members.

Commit yourself to your sport, your family, your friends, and your riding partners and join the OMRA! <<



Barret Brown

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Trail Volunteers,  
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or share in the experience with your buddies about how good volunteering can feel, especially as a joint-family project, to help keep this great family sport alive.

Go to the OMRA web page ([www.omraoffroad.com](http://www.omraoffroad.com)) and click the OMRA "Clubs" link to find contact information for the groups in your area. It's also great to get to know our land managing partners directly to learn about these opportunities. Show them how much you love the greatest sport in the world by volunteering, and tell them how much you appreciate what they do to keep some of the greatest trails in the world open for our families and friends to enjoy.

#### TILLAMOOK AREA

Oregon Dept of Forestry:  
Kelly Foster (503)-357-2191  
[kfoster@odf.state.or.us](mailto:kfoster@odf.state.or.us) <http://www.oregon.gov/ODF/TSF/volunteer>

#### CENTRAL OREGON

COHVOPS -USFS/BLM: Vickie Ramming  
(541)-383-4004 [vramming@fs.fed.us](mailto:vramming@fs.fed.us)  
<http://www.fs.fed.us/r6/entraloregon/recreation/cohvops/volunteers.shtml>

#### OREGON STATE PARKS

<http://atv.prd.state.or.us/places.php>

Though State Parks does not manage OHV areas directly, you can use this link to locate land-managing agencies and find information about other riding areas in the State. <<



Pat Handley ripping it up at Starvation Ridge XC Race

© Image by You Photo



BlueRibbon Coalition, continued from page 3

The BlueRibbon Coalition is a national recreation group that champions responsible use of public and private lands, and encourages individual environmental stewardship. It represents over 10,000 individual members and 1,200 organization and business members, for a combined total of over 600,000 recreationists nationwide. 1-800-258-3742. [www.sharetrails.org](http://www.sharetrails.org) <<



### CHINA HAT

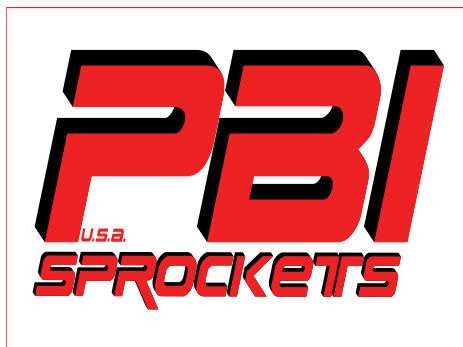
by Keith Gienty

I think a big thank you is in order for Lobo's. They did an excellent job and the weather was just about perfect. The combination made for an excellent race with few injuries.

The day before the race the weather was cold and raining all day. However, the China Hat sand absorbed it really well and pretty much eliminated the dust resulting in an excellent race.

There were four special tests spaced well and long enough to kick your butt. The last special test kicked in around 87 miles forcing you to dig deep and muster up that last ditch effort.

It was a great race and we'll see ya next year. <<





# 2007 Dealer Expo



By: Dan Jordan

## Crazy, Fun and new Products for 2007

You're probably asking yourself why is OMRA doing an article on the 2007 Dealer show?? Well I was invited to fly to Indiana and attend this year with PBI sprockets, there was so much cool stuff I had to write an article to share a little of what I got to see. The only way you can attend this exclusive event is either to be a dealer or a manufacturer in the industry. This show gives the manufactures from all over the world the opportunity to show off all their latest and greatest products for 2007 to all the dealers Nation wide.

As I entered what my eyes be held was more than I every imagined. Before me was endless motorcycles tricked out and countless products to trick out your bike or ATV. I soon became overwhelmed! I never imagined there was Soooo Much!! So what I have done is just picked out a few products that I thought were just Fun, Crazy, and possibly useful that I could fit on one page. So here you go....

**New**



New hand guards from IMS. IMS POWERMADD has a unique designed mount by the brake master

cylinder that loops under and attaches to the handle bar. No more fighting the on board equipment. You can check it out at

[www.powermadd.com](http://www.powermadd.com).



Strange new product from XXXXX. This

**Crazy** is great

gadget for taking your bike in the snow, deep mud or any slick conditions. You cant see it in the picture but there are screws in that rubber track. It uses your current rim and takes about an hour to install. They had a video playing and it



looked pretty cool.. Not sure it's worth the \$\$\$ and it would not be allowed in competition but it was one of the most Crazy products I saw for a bike.



Want to lift your ATV?? This monster had about 10" of lift and a snorkel so you can run in water up to the top of the motor. They were showing a mud bog competition using these machines, It was amazing. Check it out at [www.fourstroketechnet.net](http://www.fourstroketechnet.net)

**Family Fun**



Is this a sweet 4 seater Rhino by Yamaha? No. This is a product made by Jointer. Having 8 kids of my own, I'm always on the look out for a fun ATV that can fit more than two. Jointer is a manufacturer that has specialized in making dune buggies for the past 8 years. They have now expanded into a market that Yamaha has dominated. The motor is 58 HP 800 cc dual over head cam 3 cylinder fuel injected monster that can get up to 60mp and is made by Mitsubishi.

It comes with an 3,000 lb winch and a nice light bar. Retail on these bad boys is about \$11,000 I ordered one and should have it in August. I think this will be the new "OMRA Official" pit rig at the races..

**Crazy Fun**



Motorcycle or Bike? Its both! This neat little bike has a small 2 cycle motor mounted into the front wheel. Top speed is about 15 MPH but you can peddle at the same time for some extra ponies. The little red bottle you see under the seat is not for your Gatorade, it's the gas tank!

Cool design that looks like fun for your college student or for your occasional romp at the beach. Paddle tires coming soon?? Probably not.



This new product by Inovex Industries [www.ride-on.com](http://www.ride-on.com) claims it will seal a hole puncture up to 1/4 on tubeless tires and up to 1/8 hole on bike with tubes. If any of you have tried that green slime tube stuff you are probably thinking, "yah right, it won't work". Well they just ran this stuff in the Baja 1000 and didn't get flat the entire race. I took a week long trip down to Moab Utah with the goo in my tires and not one flat with all the rocks! I'm Sold!



Postage goes here. Post office will not deliver without postage.

[WWW.OMRAOFFROAD.COM](http://WWW.OMRAOFFROAD.COM)

## DEALERS! PLEASE POST!

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 \$100.00 Ad rates.

### SOME TRAIL CLOSURES DUE TO STORM DAMAGE IN THE BURN (FROM ODF)

#### JORDAN CREEK OHV AREA:

#35 Buzzards Point Trail closed due to a bridge wash-out that occurred during the November flood event.

#36 Rogers Road Trail closed due to active logging and project work. Closure is expected to last through the fall 2007 or later. For more information contact Sale Administrator at 503-815-7022.

#38 Mad Dog's Pumpkin Patch Trail closed due to active logging and project work. Closure is expected to last through the fall 2007 or later. For more information contact Sale Administrator at 503-815-7022.

#39 Spaur Creek Trail and #40 Duane's Trail closed due to a failed bridge at the bottom of Duane's Trail where it intersects Spaur Creek Trail and crosses Spaur Creek itself. ODF is contracting out replacement of the bridge in the summer of 2007.

In addition, a debris flow occurred on Spaur Creek during the November flood event that plugged culverts, washed out the small OHV bridge and large culvert at east end of clear cut.

#### DIAMOND MILL OHV AREA:

Reconnaissance for a bypass trail above Cedar Cr. Rd. has been finished and trail construction will begin in Spring, 2007.



James Jordan aspires to greater things . . .

© Dan Jordan Photo

The proposed bypass trail would run from Jones Creek Trail up to milepost 2.5 on Cedar Creek Road (the rocked camping area by the first bridge).

#56 BPA Trail closed due to two wash-outs and one landslide.

#71 Deerfence Trail closed due to a puncheon culvert blow out. It will remain closed until a bridge can be built.

#90 Outback Trail closed due to wash-outs from the recent storms

#92 Mike's Trail closed indefinitely until repairs, upgrade and a re-route are completed. The trail is heavily impacted and is causing resource damage from rutting, water and mechanical erosion and multiple user-created routes. Trail re-route flagging has begun and South Fork Crews will begin work on re-routes once bridge over the Wilson River at Jones Creek is completed and crews are freed up from tree planting.

#93 Mongo's Canyon Trail is closed because of storm damage and failing puncheon culverts.

#95 Muesial Creek Trail is closed due to wash outs and storm damage.

#97 Old Cedar Creek Trail is closed due to several blown culverts.

#### TRASK OHV AREA:

All trails accessed off Trask Cutoff Road from Trask River Road to Megan Ridge Road are closed beginning February 19th due to a timber sale in the area. (these trails don't have names). The trails will reopen once the timber sale is completed.

Little Bertha and Big Bertha (also known as the Backside of Bertha) sections of Ginsberg Point Trail are closed due to an active timber sale. When the sale is completed the trails will be reopened. Big Bertha Road and surrounding motorcycle and quad trails are also closed.

Eagle Hill Trail is temporarily closed due to logging operations on the upper portion of the 4WD Trail. The trail will be reopened when the road and timber sale operations are complete.