



## OMRA QUARTERLY NEWSLETTER WINTER 2007

Issue #10.4

It's time once again for the annual OMRA Awards Banquet!

Saturday, February 3, 2007

The new location will be at: Milwaukie City Elks Lodge, 13121 SE Mcloughlin Blvd, Milwaukie, OR 97222. Year-end awards will be presented, sponsors will be recognized, pictures will be taken, and the roasting, benchracing and ribbings will run rampant. If your name is listed as a trophy recipient in the results, (see year-end results) that means you did well and will receive a trophy! Dinner is only \$17 per person, pay at the door. No-host bar at 5PM, dinner at 6PM and awards at 7PM. You must RSVP no later than January 28st. For details and reservations, call Ellis Cookman [(503)-645-0296], or email him at: Ellis.Cookman@omraoffroad.com. Check out the website for more details and directions.

Editor: Keith Gienty  
Associate Editor: Tom Niemela

We now have a new web address of:  
[www.omraoffroad.com](http://www.omraoffroad.com)

Image By You will provide racing pictures at the banquet with a 25% discount and other special offers.

**SINCE 1972**

**Protecting Your Right to Ride!**



Barret Brown

© Tom Niemela Photo



Tom Konicke

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### STATEWIDE OMRA UPDATE

By Barrett Brown; Referee & Legal Rep

In our quest to ensure the future of our sport, the OMRA would like to send you an update regarding three riding areas in the state.

#### 1. Cline Butte Recreation area:

The BLM and Oregon State Parks management are moving forward with a new OHV trail plan that attempts to make the best use of our land while addressing property use conflicts for this area. They are nearing the final stage of the project, taking input from OHV user groups on the intermediate draft of the plan.

This process has revealed a few important lessons. When it comes time to plan a system around sensitive or populated areas, we need people to step up and defend our riding image. It also helps to involve experienced riders in our trail inventory and layout to achieve a positive outcome designating a new trail system.

We are not far from a process where all public lands will go through this process in transition to a designated trail system. If you know the area and would like to offer your assistance please can contact Keith Brown. He is the Outdoor Recreation Planner at BLM and can be reached at 541-416-6779. Or contact Ian Caldwell, Oregon State Parks East Side ATV Program Coordinator, at 541-504-7746. Your assistance is needed

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### COMPETITION CORNER

By Tom Konicke; Referee & Competition Coordinator

Welcome to the inaugural edition of the "Competition Corner." The 2006 season is over with, the last Cross-Country Series (XC) and the Grand-Prix (GP) series are coming to an end. The Dualsport (DS) Series has been decided and all of the Poker Runs (PR) are behind us. A special "thank you" goes out to all promoters and their volunteers who made 2006 a great season. Additionally, we can all be proud of our sport and the conduct of all the competitors during the year. With little exception, the positive attitude, camaraderie, and "fun factor" were excellent in 2006!

This is also the time of year when we start to think about gearing up for the next season. On Saturday, November 4th, the OMRA had the Annual Calendar Meeting to discuss the upcoming events for 2007. Once again, there are some exciting events that are being planned for next season. Expect a few new venues, a couple new promoters, and even a few of the standby favorites experiencing some changes in 2007. It is sure to be another great season. Keep your eye on the new OMRA website ([www.omraoffroad.com](http://www.omraoffroad.com)) for the 'official' 2007 OMRA Calendar posting.

In an effort to continue to keep competition equal across the board, OMRA has adopted a few changes to the Rider's Classification System for the 2007 season. We have created a new

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Keith Gienty (left); Dan Jordan and James Harris (right).

**2006 FALL CLASSIC**

By Keith Gienty; Referee & Editor

The Fall Classic Team and Individual Race had a great turnout on two, beautiful, sunny days. However, sunny doesn't mean that it was warm. At night the temperature dropped into the 20s, and the mornings were not much better. To add an additional challenge, the first third of the race had several inches of snow and sporadic ice. It was entertaining to watch guys sliding on the ice, until it was your turn at the starting line and your back end was slipping all over the place the first 50 yards.

The first third of the race was tight single track, which made it tough to pass. However, as always, most riders were polite and allowed faster riders an opportunity to take the lead. If you happened to get stuck behind a slow pack and decided to push the envelope by passing, you were greeted with stumps, trees, ice and snow. My riding partner experienced this when he hit ice and rag-dolled over his handlebars on the individual race and knocked himself silly. He injured his shoulder to some degree, but the most damage was to his ego. Unfortunately, he ate snow ten minutes into the race and wasn't able to finish.

The second half of the course was wide open, and I'm fairly confident that most riders had or preferred a steering damper. This section of the course had such severe whoops that they punished every muscle and bone in your body. This made for a challenging race both Saturday and Sunday.

Racing China Hat in November is always a guessing game with the weather. I'm sure that most of us are looking forward to no snow next year and a few less whoops. <<



© Dan Jordan Photo



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Dan's buddy about to bail (top); and Dan Jordan airing it out (bottom).

## TO GPS OR NOT TO GPS - THAT IS THE QUESTION

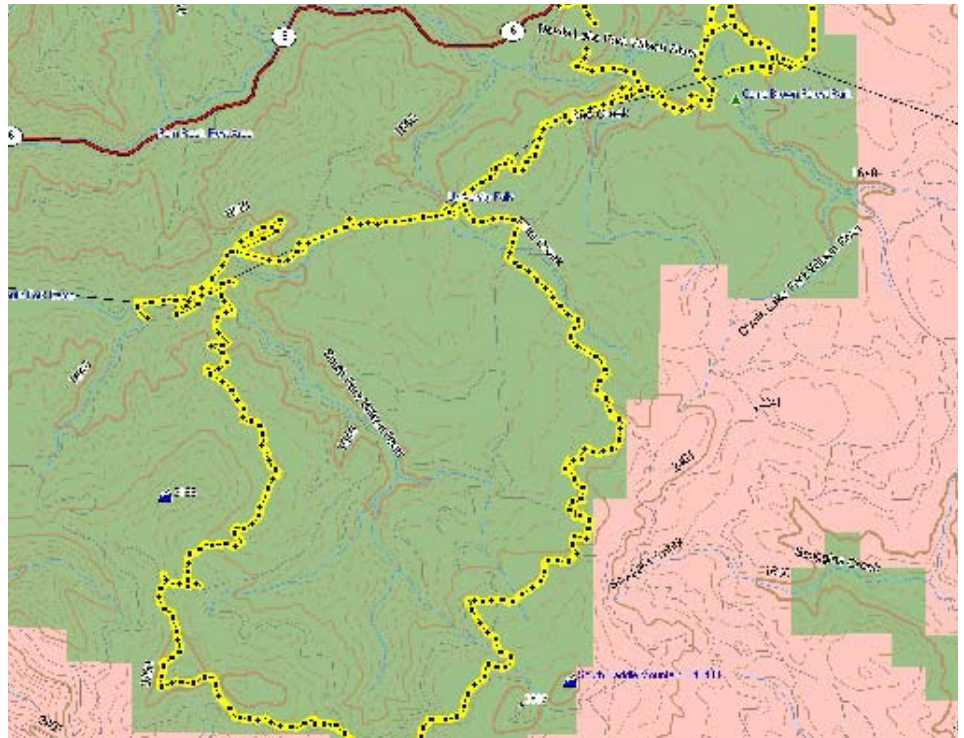
By Tom Niemela; Referee, Web Master & Assistant Editor

What's all this smack about GPS (Global Positioning System) and why the heck should I care? And what does it have to do with off-road riding? I've heard this many times over the last few years and I've even said it myself. I mean, with a compass and a quality, geographical map, I could always get around pretty good. But with a GPS there are many advantages, some of which are:

- Recording a track log of where you went
- Recording beforehand a track log of where you want to go
- Saving track log files to your computer
- Always seeing where you are currently at while on the trail
- The ability to backtrack to your starting point

...and on and on. I'll give you a 10,000-foot overview of GPS in relation to my particular experiences. I realize there are other brands out there like Magellan and you just know I'd love to try out a brand called TomTom, but my experiences have only been with the Garmin brand. So although it may look like I'm pimping Garmin, it's merely my experience. Hey, I wish they'd pay me. Another note is that Garmin's technical support is top notch.

About four years ago I acquired a Garmin-V as a Christmas gift. Being the geek that I am, I was enthralled and intrigued by it. I honestly had no idea what capabilities it would have, but I jumped in like an Acapulco Dive nonetheless. The first concern was where would I mount this darn thing and I heard all sorts of stories of where the best location was, but the general consensus was (duh) on the bars. Everyone steered me towards the RAM mount system and in retrospect that was the best choice. The ability of the RAM mounting system to move its position on your bars is excellent. The V held four AA batteries for operation, plus it also had the ability to run with external 12v power, should that option



My recent Brown's Camp gps track log

© Tom Niemela Photo

be preferred. I always ran with the batteries, since I didn't really want to add yet more wiring to my dirtbike, but there are advantages, specifically on longer rides. One thing I found out early on is that during rough and extreme terrain, the V would mysteriously turn off and it drove me crazy. I soon found out that the batteries were in a cavity of the V, where two batteries are placed end-to-end with each other in two slots. What would happen is that, while riding through whoops or gnarly terrain, the vibration would, for just a millisecond, allow the two batteries to vibrate apart, therefore killing the juice to the GPS processor – off it went. The cure for this situation was to wrap a small piece of Scotch Tape around where the two batteries connected to each other and end of problem.

The other problem I initially had was that the V would eat up a set of batteries after about four or five hours – pathetic! After Googling the problem, I discovered that I had the WAAS feature enabled on the V, which had the processor continually searching for WAAS locations out in the forest, of which there aren't any, so it constantly kept searching, slowly eating up the battery charge. WAAS is primarily for aviation correction, is land based and the signal reception is ideal for open land and marine applications



The Garmin V. Getting long in the tooth, but still a solid workhorse!

– clearly not needed in our forest trails. After turning off the WAAS capabilities, my battery life suddenly doubled/tripled.

After the initial teething pains, I was now catching my stride with this GPS gadget. I began to take this puppy with me on literally every ride. It is SO cool to get home, download the track log to your computer, view it on the screen and see every detail of where you were that day. Try to explain to your buds where you went that day? No problem, bring it up in Garmin's Mapsource program (the program that uploads/downloads maps, waypoints and track logs to your PC/GPS), view the track log on screen, hit Shift/Print Screen, paste it into your fav picture-editing program like Photoshop,

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© Washougal 1973 by Scott Russell Niemela

**Competition Corner**  
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Beginner's class. This new class will be a true "beginner's class" and it was conceptualized and debated for several months this past year before receiving full, voted support at the annual Calendar Meeting. With this addition, there will be four major rider classifications focusing on rider ability. We start with the Beginner Class designated as the "C" class, the Intermediate Class, designated as the "B" class, the Expert Class, designated as the "A" class and the "Best of the Best" class, designated as the "AA" class. The hope is that this new classification structure will help to bring new people into competition and will level out the field so new folks have a better chance at running up front. In order for this to work, we will need our member's full support and cooperation in classifying yourselves for next year. The hope is this will be policed on a 'voluntary' basis, so please remember to sign-up in the right classification at the beginning of the year if you are planning on chasing points for year end. The OMRA will be tracking lap times and overall placing for everyone and will use this information as appropriate to help eliminate 'sand baggers' and 'trophy hunters'. We will provide more specifics in the near future, so please stay tuned.

Also discussed at the annual calendar meeting was a new Sanctioning Agreement that OMRA is requiring all promoters to adhere to for 2007. If you weren't able to attend this meeting, drop me a quick note and I will get you a copy. The OMRA is requesting that all necessary paperwork related to 2007 OMRA Sanctioning be completed as described in this agreement by the end of the year (December 2006).

One final note, I would like to introduce myself as the new Competition Coordinator for 2007. This is a position that will continue to evolve. However, you all can think of me as a single point of contact for chairing a competition-specific committee that has an overall objective to address both short-range and long-range goals related to competition. Remember that this is your club, so please feel free to email me your questions, comments, or suggestions on how OMRA can better serve your competitions needs. My email address is: tomko@omraoffroad.com. I plan to keep our members updated on the Competition Committee activities on an on-going basis. «

To GPS or NOT to GPS –  
continued from page 3

save and email it to your pals. You can also email them the exact track log that you created and they could then take that log, input it to their GPS, and ride the same route at another time - awesome indeed.

I started to also run it while driving my car/truck around also. Why? ask? The autorouting feature is killer! Need to go somewhere, but you don't know the exact location, since you've never been there before? No problem, just input the address and select either 'Faster Time' or 'Shorter Distance' and follow the arrows – way cool. You can search and autoroute to the nearest gas station, hotel, restaurant or (for your girlfriend) the shopping mall.

There is a biz up in Washington State called CycoActive ([www.cycoactive.com](http://www.cycoactive.com)) who specialize in GPS and accessories. The main man, Tom Myers, I've known for a number of years, due to his help with the US ISDE Team, plus he's attended some of my dualsport rides. Tom and his shop were a wealth of information and offer all the goods that we, as dirt riders, need for GPSing. I highly urge you to check out his site and support those that support our sport. Tom and his crew ride – a lot, and know what works and what doesn't.

After learning all the intricacies of my V, I decided to upgrade and purchased a Garmin 276c unit from CycoActive. Oh baby, was this an awesome piece of machinery, since it had all the bells and whistles, some of which I still do not know all the functions to this day, plus a color screen. But from casual trailing to anything less extreme, it is “da bomb”! The V had only 19mb of memory, but the 276c had the ability to add [proprietary] memory, so I purchased a 128meg card, which allowed me to install almost 10 times more maps into the unit. This GPS is absolutely incredible when out exploring, since the pixel details are very exact and the added memory/features will never leave you lost.



This last Christmas, Santa was extremely good to me and threw down the chimney a spand, branking new Garmin 60cx. I said to myself, “Self, yet another Geek gadget? Does yours truly really need another gadget? Is the Pope Catholic? Are KTMs orange?” I quickly opened up the 60cx box and started perusing through the manual – RTFM (Read The Manual)! I quickly learned that this 60cx would end up being a replacement for my V, since it had unlimited, add-in [microsd] memory (well, okay, 2gig max), a color screen, was small, waterproof, could run an external antenna, worked via USB data cable, considerably more battery life (with only two AA's) and had a new, sensitive internal-antenna receiver. I've only been out once so far with this bad boy, and in a couple words – it rocks! Don't want to spring for the high-zoot mountings like the RAM or Touratech (pictured above) mount? No problem, just leave it in your jacket or backpack pocket. It will still work, though the reception may be sub par.

Here's something I learned back when I first got my V: get yourself an external antenna booster. These little items aren't very big and manage to keep a lock on satellites considerably better, especially when in canyons or a canopy of trees, like we have so much of in the NW. How I mount mine is with Velcro on the backside of the external antenna, connected to the other Velcro side on the top of my front-brake master cylinder.

There are a few draconian issues with Garmin, one of which, when you register their proprietary mapping programs like City Navigator, you can ONLY use it on two, registered Garmin units (using the GPS serial number).

To use the same purchased mapping program on a third GPS, the user would have to purchase another copy – weak! Another snivel about Garmin is that you can only view one type of map sets at a time, i.e. multiple map types cannot overlap. If you have Topo West, Roads & Recreation and City Navigator maps loaded, you can only choose one of the three to view at a time. Not the end of the world, but a hassle nevertheless. Also be aware that if you ever save your track logs internally to the GPS unit itself, you will lose major details in the track log. If you however download your track logs directly from your GPS memory to your PC, you will retain all the intricate details. Again, do NOT save directly to your GPS if you want to retain high detail – you will end up with a detailed track log that did have tight turns, but is now a straight line! All these whines are fairly easy to work around, if you are aware of them.

Here is one reason I specifically started a few years ago to GPS all the rides that I do: there are many efforts to close off riding areas, whether it's trails, roads or blocks of land. One of the ploys that some land managers use is that there were no trails in a particular area; therefore the area is slated to be closed. I can easily refer to my archives of track logs and produce exactly where a legacy trail went. The land manager has no leg to stand on regarding this angle. Imagine if everyone GPS'd their rides and we all pooled our track logs together in a library of sorts, then we would be able to present the routes in a statewide book or online offerings to riders visiting our state or just us visiting other riding areas (like the attached picture of Brown's Camp). «

**Statewide OMRA update - continued from page 1**

to facilitate the development of a great trail system.

**2. Johns Peak Recreation area:**

The Motorcycle Riders Association out of Medford is currently working on a large land acquisition project in the Johns Peak area near Jacksonville. This important trail expanding effort will bring a big chunk of land under the professional stewardship of the MRA.

It will be a win for all of us who enjoy riding in the area, as well as a win for the local watershed. The local habitat would also benefit from professional and responsible guidance from the MRA, one of the strongest OHV land stewards in the nation. If you are interested in supporting this project please contact your ATV Account Allocation Committee member. They are Joe Barrell ( jjtrl2@netscape.com); Tyrell Hart (thart@mind.net); Ron Price, Oregon Sate Parks (ron.price@state.or.us). You can also contact the MRA (mrapreslexow@charter.net) to find out how to help.

**3. Tillamook State Forest Recreation area:**

One of most spectacular riding areas in the world is experiencing a management turning point. The Counties represented on the Forest Trust Lands Advisory Committee are now deciding whether to reduce staffing in the Oregon Department of Forestry. Will a small investment in Recreation Management staffing improve volunteer coordination, and will event administration improve economic and other conditions in these counties? If you think so and live in one of these counties, contact one or more of your commissioners and let them know. They can, and must, push on the political machine in Salem to make it happen. (The FTLAC is made up of seven members that represent the 15 counties that have state forest land within their county boundaries. Counties with forest trust lands include: Benton, Clackamas, Clatsop, Columbia, Coos, Douglas, Josephine, Klamath, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Washington. Go to: [www.omraoffroad.com](http://www.omraoffroad.com) and find contact information for your County

Commissioners. Click on the "Land Use Issues" link.

Together we can not only defend our riding rights, but expand them! Pick up the phone or email!

Benton Co. <http://www.co.benton.or.us/boc.php>

Clackamas Co. <http://www.co.clackamas.or.us/bcc/>

Clatsop Co. <http://www.co.clatsop.or.us/default.asp?deptid=0&pageid=2>

Columbia Co. <http://www.co.columbia.or.us/home.asp>

Coos Co. <http://www.co.coos.or.us/commiss.htm>

Douglas Co. <http://www.co.douglas.or.us/departments.asp>

Josephine Co. <http://www.co.josephine.or.us/SectionIndex.asp?SectionID=104>

Klamath Co. <http://www.co.klamath.or.us/BOCC/index.htm>

Lane Co. <http://www.co.lane.or.us/BCC/default.htm>

Lincoln Co. <http://www.co.lincoln.or.us/board/>

Linn Co. <http://www.co.linn.or.us/comm/commissioners.htm>

Marion Co. <http://www.co.marion.or.us/commissioners/>

Polk Co. <http://www.co.polk.or.us/BOC/default.asp>

Tillamook Co. <http://www.co.tillamook.or.us/Variou/ElectedOfficials.htm>

Washington Co. ([http://www.co.washington.or.us/deptmts/cao/bd\\_comm/bocmain.htm](http://www.co.washington.or.us/deptmts/cao/bd_comm/bocmain.htm) «

**NEW CLASS DIVISION BREAKOUT FOR 2007**

**C class-** absolute beginners. Raced only a few times. Don't have a desire to bang handlebars- just have fun and finish.

**B class-** intermediate level riders. Raced more than a few times. Can get up most hills on single track on the first try. Looking for challenges in the course and competitive in spirit. Most, but not all, 2006 amateur class racers belong here.

**A class-** expert level riders. Raced a bunch. Solid bike skills. Looking for fast competition and very challenging terrain. Most, but not all, experts from 2006 belong in this class.

**AA class-** AA, or pro level riders in other racing series. Live to race. Want to win. Proven yourself in the expert ranks. If you can finish in the top ten overall at an OMRA event, this is your class!

The top six overall from the previous year earn this designation automatically. «

MOTORCYCLE DIVISION CLASS	(Check your selections: XC or GP only)		
	LETTER DESIGNATOR		
	A-Expert	B-Amateur	C-Beginner
<input type="checkbox"/> AA	AA		
<input type="checkbox"/> OPEN (any cc)	X	A	K
<input type="checkbox"/> 200cc, 2-stroke (250cc, 4-stroke)	Z	E	B
<input type="checkbox"/> 30	U	D	T
<input type="checkbox"/> 40	V	F	C
<input type="checkbox"/> 50	R	Y	
<input type="checkbox"/> 60		Q	
<input type="checkbox"/> Women		W	
<input type="checkbox"/> Sportsmen			S
<input type="checkbox"/> Junior A & B	JA	JB	JC

ATV DIVISION CLASS (ATVs are GP Series only)	(Check your selections: GP only)	
	LETTER DESIGNATOR	
	A-Expert	B-Amateur
<input type="checkbox"/> ATV AA Production	T	
<input type="checkbox"/> ATV Expert	M	
<input type="checkbox"/> ATV Amateur		I
<input type="checkbox"/> ATV Beginner (less than 1 Yr.)		N
<input type="checkbox"/> ATV Women		L
<input type="checkbox"/> ATV Utility		G
<input type="checkbox"/> ATV Youth (13-15)		H
<input type="checkbox"/> ATV Junior (6-12)		D

## GP FINAL RESULTS

### AA

#	NAME	TROPHY	TOTAL
1AA	Dylan Murdock	T	750
18AA	Jeremy Welch	T	705
40AA	Don Mathoney III	T	585
2AA	Scott McNew		265
10AA	Jason Mathoney		210
13AA	Dan Jordan		115
21AA	Aric Cool		110
6AA	Ted Huskey		105
25AA	Rob Russell		65
57AA	Jason Dahners		65
4AA	Bill Rush		60
72AA	Grayson Hart		0
74AA	Mike Tims		0

### OPEN EX

#	NAME	TROPHY	TOTAL
22X	Nathan Turner	T	800
9X	Mitch Hensley	T	670
19X	Skip Johnson	T	625
18X	Erik Hassebroek		395
11X	Jake Hanna		300
17X	Chris Matson		260
54X	Zach Childers		210
56x	Ryen Reid		210
7X	Spencer Foley		190
32X	Kip Davis		130
20X	Corey Shepard		125
66X	Jason Parks		75
31X	Rick Goodman		75
32X	Alec Erland		65
38X	Josh Lambert		50
50X	Brodey Jensen		50
12X	Corey Farrell		30
8X	Mike Dertnick		20
	Mike Ginter		0
99X	Shawn Johnson		0

### 200 EX

#	NAME	TROPHY	TOTAL
14Z	Sam Schalhorn	T	750
10Z	Bryce Redifer	T	400
93Z	Mike Bracken		65

### 300 EX

#	NAME	TROPHY	TOTAL
13u	Keith Cayton	T	805
27u	Mark Grell	T	630
12u	Kurt Vanderpool	T	570
14u	Rick Aldridge		435
33u	Dawn Stob		175
42u	Richard Johnson		120
1u	Robert Sumner		75

### 40 EX

#	NAME	TROPHY	TOTAL
3V	Ellis Cookman	T	730
69V	Tim Perry	T	625
64V	Randy Thomas		60

### OPEN AM

#	NAME	TROPHY	TOTAL
13A	Matt Craft	T	625
19A	Chris Evensen	T	425
4A	Lars Granstrom	T	360
15A	Rylee Wood		335
14A	James Harris		330
7A	Anthony Whitworth		265
25A	Jon Bowe		245
10A	Jared Willett		140
37A	Blair Grinols		120
63A	Tim Kipers Jr		95
33A	Michael Zaugg		75
21A	Kevin Cool		60
47A	Scott Autry		55
8A	John Younger		40
11A	Stephan Cobb		35

### 200 AM

#	NAME	TROPHY	TOTAL
21C	Travis Naeve	T	720
11c	Jeremy Gerkin	T	680
9C	Ryan Foley	T	435
17C	Eathyn Wilson		420
10C	Aaron Gerken		320
12C	Josh Fennimore		200
6C	Jake Naeve		175
77C	Andrew Siegel		150
33c	Rob Briggs		135
7C	Cory Huskey		90
4C	Cindi Roberson		80
27C	Chris Lieziert		30
20C	Tommy Bunch		25
39C	Judy Winters		0

### 300 AM

#	NAME	TROPHY	TOTAL
2E	Mark Barton	T	730
13E	Gene Deutsch	T	725
1E	Aaron Turner	T	640
6E	Steve Evensen		405
11E	Sean Magnusson		400
49E	Todd Iverson		365
32E	Tom Konicke		270
15E	Shane Witworth		225
43E	Keith Gienty		140
30E	Brendan Fowler		135
48E	Chris Beebee		80
77E	Zach Vincent		55
12E	Chad Smith		55
14E	Jeff Tomlinson		50
31E	Jim Reno		45
	Guy Acosta		30
51E	Robert Rains		0

### WOMEN

#	NAME	TROPHY	TOTAL
99W	Cali Hanna	T	755
5w	Sheila Bowes	T	680
31W	Malynda Goodman	T	340
3W	Cathy Huskey		240
1W	Lisa Whitworth		180
19W	Nicole Craft		150

### 40 AM

#	NAME	TROPHY	TOTAL
9F	Karl Ylonen	T	760
17F	Steve Smith	T	620
2F	Ron Hughes	T	570
3F	Ed Ariniello		545
56F	Bryan Stokosa		485
15F	Pat Corello		365
12F	Dave Robinson		360
30F	Rory Foley		355
63F	Chris Hodges		335
41F	Kevin Schallhorn		320
5f	Grant Erickson		170
20F	Russell Sprute		150
31F	Jim Styskel		150
93F	Mike Bracken		115
44F	Pete Wilhelm		110
40F	Eugene LaRoe		95
80F	Steve Davis		75
21F	Mike Creager		55
33F	Tom Cooksey		0

### 50 AM

#	NAME	TROPHY	TOTAL
23R	Richard Welch	T	785
8R	Verlin Van Zee	T	755
29R	Stephen Thornton	T	585
58R	Don Naeve		540
28R	Don Housley		275
0715R	Michael Zacher		260
1R	Richard McUne		195
11R	Ken Lauer		150
76R	Wesley Robertson		145
52R	Gary Turner		145
59R	Jerry Allen		140
3R	Eric Matson		115
5R	Richard Wilson		115
27R	Robert Osborne		60
32R	Ed Schroder		0
21R	Jeff Hassebroek		0

### 60 AM

#	NAME	TOTAL
1Q	Gary Roberson	225
13Q	Gunny Claypoole	0
4Q	Billy Toman	0

### JUNIOR A

#	NAME	TROPHY	TOTAL
5JA	Matthew Ariniello	T	645
10JA	Daniel Jordan		150
15JA	Lane Turner		150
24JA	Stacy Foley		140
7JA	Mark Acosta		105
50JA	Kevin Filosi		65
8JA	Alan Jordan		65
6JA	Jared Acosta		55

### JUNIOR B

#	NAME	TROPHY	TOTAL
15JB	Lane Turner	T	600
75JB	Kent Foley	T	320
13JB	Melissa Cool		115
12JB	Keifer Kastl		60



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## DEALERS! PLEASE POST!

### 2007 OMRA Schedule of Events

Dates subject to change, visit [www.omraoffroad.com](http://www.omraoffroad.com) for updates

	Jan 1	Hangover Scrambles	JCTRA
	Jan 7	Eugene GP	EugeneMX
	Feb 3	OMRA Awards Banquet	OMRA
	Feb 10-11	Playday	OTBG
GP	Feb 11	Eugene Sweetheart	EugeneMX
	Feb 17-18	Playday	OTBG
	Feb 24-25	Playday	OTBG
	Mar 3-4	Playday	OTBG
	Mar 10	Playday (MX track only)	OTBG
GP	Mar 17	Euro GP Spring Opener	OTBG
GP	Mar 18	Euro GP Spring Opener	OTBG
	Mar 24	Playday (MX track only)	OTBG
	Mar 25	4-Hour ATV Team Race	OTBG
GP	Mar 25	Eugene GP	EugeneMX
GP	Mar 31	Starvation Ridge GP	OTBG
XC/GP	Apr 1	Starvation Ridge XC/GP	OTBG
XC	Apr 14	Timber Mtn. Hare Scramble	MRA
XC	Apr 15	Timber Mtn. Hare Scramble	MRA
	Apr 21-22	Playday	OTBG
PR	Apr 22	Mt. Scott Poker Run	Mt. Scott
XC	Apr 22	China Hat ISDE	Lobos
PR	Apr 29	Joker Poker Run	COMAC
GP	Apr 29	Eugene GP	EugeneMX
	May 5	12-Hour Bike Team Race	OTBG
PR	May 6	First Chance Poker Run	Trailsmen
PR	May 6	May Day Poker Run	MRA
	May 6	Playday	OTBG
DS	May 19	Oregon Dualsport	Oregon DSR
GP	May 19	All ATV Grand Prix	Quad Squad
PR	May 19	Chapped Chimp/Kidz Poker Run	NORA
	May 19-20	Playday	OTBG
XC	May 20	Monkey Butt Hare Scramble	NORA
GP	May 20	Monkey Butt Hare Scramble	NORA
	May 26	Kids Race / Family Field Day	MRA
XC	May 27	Terrain Cross	MRA
PR	Jun 2-3	Teepee Run Poker Run	Mt. Scott
GP	Jun 3	European GP	OTBG
GP	Jun 9-10	WORCS GP	WORCS
DS	Jun 10	China Hat Dualsport	Lobos
PR	Jun 17	Silver Dollar Poker Run	Trailsmen
	Jun 23-24	Playday	OTBG
XC	Jun 24	Devils Head ISDE	Mt. Scott
XC	Jul 7	Rock Hill National XC - Amateurs	ETRA
XC	Jul 8	Rock Hill National XC - Experts	ETRA
DS	Jul 14-15	Black Dog National Dualsport	NWT&T
PR	Jul 14-15	Cow Country Poker Run	Trailsmen
DS	Jul 22	Valley Dualsport	Lobos
DS	Jul 29	Wallowa Valley Dualsport	WVTR
	Aug 4-5	Kid's Field Day	Trailsmen
DS	Aug 5	Simple Simon Dualsport	Mt. Scott
	Aug 12	Mt. Scott Road Run	Mt. Scott
	Aug 18	Legislative-Benefit Fun Run	OMRA
DS	Aug 25	Rat Dog Dualsport	NWT&T
DS	Aug 26	Horny Wolf Dualsport	Lobos
	Sep 8	Playday (MX track only)	OTBG
DS	Sep 8	Cascade 150 Dualsport	Oregon DSR
DS	Sep 9	Scaredy Cat Dualsport	NWT&T
GP	Sep 9	Fall GP	OTBG
	Sep 15-16	Playday	OTBG
PR	Sep 16	Last Chance Poker Run	Trailsmen
GP	Sep 16	Dick Jagow Memorial GP	Mt. Scott
DS	Sep 22-23	Diamond Lake 100 Dualsport	MRA
	Sep 22	6-Hour Team Race	OTBG
	Sep 23	Playday	OTBG

PR	Sep 30	Shotgun Poker Run	ETRA
GP	Sep 30	Eugene GP	EugeneMX
	Oct 6-7	Playday	OTBG
GP	Oct 7	Starvation Ridge Fall GP	OTBG
	Oct 7	Lolo Pass Trials	Mt. Scott
	Oct 14	Playday	OTBG
XC	Oct 14	Adventure Enduro ISDE	MRA
GP	Oct 20	Jerry Clough Memorial GP	NORA
PR	Oct 20	Festered Fanny Poker Run	NORA
XC	Oct 21	Jerry Clough Memorial XC	NORA
	Oct 27-28	24-Hour Team Race	OTBG
PR	Oct 28	Ghost & Goblin Poker Run	MRA
	Nov 3	Annual Calendar Meeting	OMRA
	Nov 3-4	Playday	OTBG
GP	Nov 10-11	European GP	OTBG
	Nov 17-18	Playday	OTBG
XC	Nov 17	Fall Classic Team Race	Lobos
XC	Nov 18	Fall Classic XC	Lobos
	Nov 23-25	Playday	OTBG

XC=Cross Country points ISDE=ISDE points  
 GP=Grand Prix points DS=Dualsport 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 these 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). The OMRA also attempts to scan and post all event fliers onto the website.

### 2007 OMRA Clubs:

- COMAC (Central Oregon Motorcycle & ATV Club) M/C, 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) 656-9552 / (503) 656-5801 [www.lobosmc.com](http://www.lobosmc.com)
- Motorcycle Riders Assoc. M/C, PO Box 1471, Medford, OR 97501, (541) 779-4267 [www.motorcyclridersassoc.org](http://www.motorcyclridersassoc.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
- NW Tour & Trail M/C, 1101 SE 53rd Court, Hillsboro, OR 97123, (503) 681-8881 [www.blackdogdualsport.com](http://www.blackdogdualsport.com)
- Over The Bars Gang M/C, PO Box 1582, Goldendale, WA 98620, (509) 773-4853 [www.overthebarsgang.com](http://www.overthebarsgang.com)
- Territorial Trail Riders, 2880 River Rd., Eugene, OR 97404, (541) 686-0661
- Trailsmen M/C Inc., 11576 Grouse Lane NE, Aurora, OR 97002, (503) 678-2779 / (503) 640-1496 [www.trailsmen.org](http://www.trailsmen.org)
- WORCS Racing, PO Box 62185, Boulder City, NV 89006 (702) 293-2561 [www.worcsracing.com](http://www.worcsracing.com)