



**OMRA QUARTERLY
NEWSLETTER
SPRING/SUMMER
2008**

SINCE 1972

Protecting Your Right to Ride!

MESSAGE FROM THE PRESIDENT

Hello to all our fellow members, families, clubs, associated agencies and riders;

We hope you are all having a great 2008 so far!

Thank you all for your support and volunteering. Thanks to you we are a stronger OHV state, we are a more unified voice for the advocacy of the Motorcycle and ATV recreation.

Yes, all your diehard single trackers both shared laws, trails and events AND single track programs!

Recently the Oregon Department of Forestry brought on a strong OHV leader in Dave Hiatt. Many of you know already this was in response to the influence of the OMRA

and Oregon's riders. Our partnership and the OHV riding areas are already improving throughout the ODF organization and the sport.

The refined SB 101 rider safety program pieces are in motion, be on the lookout and be in the know. Thank you all for your support in getting as much influence into this program as we could.

By next spring you will start seeing the OMRA trailer throughout the state and at events. With your volunteer help we can prep it, get it staffed and on the road.

Please be on the lookout for the OMRA volunteer trail maintenance days we'll need your time to drive up our influence.

Thank you to everyone who was ready to ride our legislative Poker Run. We appreciate your support and are looking forward to rescheduling it this fall.

If you can not make it donations are accepted to help our legislative causes. We are gaining momentum and moving forward to more effectively and consistency manage and advocate our causes. To make a big difference in these areas we will need your help. Recently several volunteers have stepped up in various areas. We are still in need of more assistance in some areas we know you will appreciate. Each of these might only absorb about 4 -8 hours of your time a month:

- Office Administration
- Valley Representative
- Southern Oregon Representative
- Eastern Oregon Representative
- Membership committee
- Newsletter committee
- Legislative communication network
- Competition event volunteers
- Sponsorships
- Contingencies
- Grant programs

Please let any officer or myself know where you or someone you know can help out. We look forward to your growing support and the rest of your friends and family joining your and our cause.

Ride safe

Ed





Photo Courtesy of Tom Niemela

CHINA HAT ISDE

Leading up to this year's race, the rumors abounded about monumental levels of snow on the East side of Bend. Then the board posting changed to more dusty, than snowy, so I had no idea what to expect. By the time I arrived at the staging area Saturday afternoon, the area was already packed and people were everywhere. I got in line for sign-up and it was old-home week seeing so many old friends and even meeting new ones. I love this sport.

Upon pushing my trusty 450X into impound (it logged 91dB – yeah baby!). After impounding I went back to the area where everyone had circled their RVs and discovered that James Hurd's Katoom was having carb problems, so I started in helping him out. Soon there was a gaggle of people hanging around, watching and blurting out suggestions and tips, not unlike a typical highway road crew. After dismantling the carb a couple times, it was deduced that Jame's carb floats were adjusted too high and would only stop gurgling out the overflow tubes when it was standing straight up. Hey, it was good enough to race with and he was tired of hassling with it. Turns out he finished the race, so I'll assume he shut his gas off in impound!

I then filled in for Keith Gienty and Dan Jordan at the OMRA Sign-up Tent until closing, as Susan advertised sign-up ala K-Mart Shoppers throughout the evening. Then it was time to settle in for the night and we watched a movie called *The Ringer* (a funny movie that's just wrong!). I awoke my usual early dawn and fired up the generator for the coffee maker. Keith started getting his morning race breakfast going of – pork chops and sausage!?! Now that might explain why he had stomach problems in the past and why he keeps running out of energy. I promptly redirected him to fresh fruit and energy bars while he was stretching. (He thanked me at the end of the race – it worked)

Then it was time for the Rider's Meeting. Mad props to Lobos for finally getting a kick-butt PA system! Afterwards, I donned my riding gear, grabbed my camera and went out to impound to get moto photos of the earlier riders. I snapped away the first riders off the start until after minute 35, when I had to go get ready for my own minute. Now that I'm riding the old-fart class (50A), I now start back on the amateur schedule. Plus I now only have to do half the distance, so it's just a quick trail ride.

After retrieving my ride out of impound, guess who I discovered was on my minute? Sunshine! What a blast from the past. It was just her and I on minute 56. In the start work area, Anell (and her sweetie), from 2moto.com was at the sidelines cheering us on too. Sunshine's and my minute 56 came soon enough and we were off into the waves of dust. I didn't get more than a quarter mile out, when I saw Kevin Stadden walking back to the staging area. I stopped and asked if he was okay and he said dejectedly that his motor gave up the ghost. Bummer Kevin! Sure enough, a short while later, there was his dead Yamaha propped up against a tree.

I continued on, getting myself and my trusty 450X warmed up. After about four miles, I came around a right-turn intersection and some poor dude was picking his bike up off the ground. I asked if he was all right and he said yes, so I continued on as he pried his KTM off the side of a huge boulder. That's when I realized it was Daryl Reid – dang, Daryl! I passed a few more riders and was really getting a comfortable rhythm. I then started catching Gunny Claypoole (I recognized his camouflage helmet), but the dust was too thick and I wasn't going to take any silly chances, plus, he was setting a blistering pace on his Honda. We pulled into the first checkpoint with tons of time. Of course the benchracing ensued.

After the first check, it was just a few feet until the first special test. Poor Gunny was kicking and kicking his Honda over. He had been complaining that it was running rich, so he may have fouled a plug – bummer, Gunny! At the start of the test, Danny Ferguson was manning the magic wand, along with Tony Bamford. After the countdown, I was off! Whoa baby, this was some high-speed madness! I kept snicking my four-fiddy up and up in gears and I tried to keep my throttle duct taped WFO,



Photo Courtesy of Tom Niemela

Poly-Grip on my hands and just hit the kill switch in the turns. I reeled in a few bikes, caught up to Dr. Daryl Reid about a mile before the end, but it was just too dusty, so couldn't get close enough to pass.

Then we segued into the second special test, where Richard Chapman and Mark & Jeffrey Zertana were starting things out. I lit up the mighty 450X and was off again. This was another fast test that started out with long whoop sections paralleling a barbed-wire fence. I passed two or three riders and kept motoring as much as I dared, when I came around one fast section and there was a bike and a QUAD?! I started screaming at the top of my lungs and they both looked around at me like, "Huh? Why the hurry?" I railed on by and not more than a quarter mile later, there was another quad, and I again started screaming and eventually got by. A quarter mile later – you guessed it, another quad. Plus, along the way were these muddy sections that I got roosted on by the quads, and then I realized that underneath that placid-looking mud was ICE! Whoa baby, I surfed and swapped a couple times before I acquired respect for it. All too soon I squeezed through the chicane at the end of the test. Wow, that test was whack! Then it was back to a brisk trail pace to the end of the first loop. That snaked trail section after the test was awesome! Back and forth, back and forth – I love that stuff!

At the finish I checked in early, and Marty Clough took my scorecard and transponder and I was done. Turns out poor Sunshine rode the entire event with no clutch! My plan was to then, grab my trusty camera, and head out onto the second loop somewhere and get some photos of everyone, so I went South on the main road, turned off to the play area and minute 22 was already coming through. Dang! So I went further up the road and

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Photo Courtesy of Tom Niemela

minute 15 was crossing the road. Argh! So then I beat feet back to the staging area for pictures as they came into the finish, but minute five was already in. Sorry guys, you're all too fast!

A big pat on the back to the Lobos M/C for again setting the high bar on event hosting. As always, this event is not just a race, but a social gathering of fellow moto heads and junkies. There is always some sort of fun memories after this event, and this year marks another good time.

- Tom Niemela

MONKEY BUTT XC & KIDZ KROSS-KOUNTRY

I've never 'raced' over at the Morrow County OHV Park, although I rode the Lobos' Dualsport some years back when they had it there. The area is a gem and is a shining star of an example on how a public OHV location should be set up.

Saturday - Day One - James and I got our gear together and made a spot in the NORA signup area for OMRA Membership. People started trickling through for the day's Poker Run and 'Kid'z Kross Kountry'. Holy crap, where did all these mosquitoes come from? Signup closed and the poker runners were off into the dust. Dang, these mosquitoes were becoming a real pain!

Eventually people started finishing up the poker run and started to gather for prizes. Rick Aldridge was manning the 'poker-chip bag' and Avery Green then pulled out a poker chip for the 1st place trophy. It was comical seeing so many people dusted up!

It was during this time that a sudden scare came about - Dan Harte's youngest boy had gone missing out on the course somewhere, so the Search-and-Rescue people were sent out, along with Dad. Fortunately Dan's boy was found and did not want to be hauled in. In fact, he was determined to ride to the finish under his own power! The announcement was made that he came in safely and everyone breathed a sigh of relief. That's about the time that Avery (who won that big, 1st place trophy) said that he wanted to donate his trophy to Dan's boy for the determination to finish after all the confusion. How cool is that of Avery?!

Then NORA started off the Kid'z Kross Kountry Ride. Keith had a little rider's meeting. This wasn't really a race though, just a ride, but you couldn't tell that from some of the kids!

Back at the finish, the kidlets (with a wake of parents in tow) came rolling in, with a few occasionally doing a face plant, due to the large boulders in the parking lot. Poor kids! Some of their wheels were not much bigger than the rocks.

Sunday - Day Two - Time to Race! - Soon enough it was time for the rider's meeting, of which Keith did a fine job.

There was some initial confusion about the expert/amateur split on the course, but they had one of the Bolin Boys there pointing the direction for the riders, and yes, they went over it twice for everyone.

Then we lined up for our classes. Sheesh, sure were a lot of people. Eventually my class (50A) lined up and DJ Matheny lifted the flag. I briefly considered using the kick starter, but then rethought it and used 'the button'. I know that I need to count "one thousand one, one thousand two" before the Honda mill lights up, but when the flag rose; I couldn't hear my whispery-quiet bike and I rolled on the throttle at one-thousand-one. Cough - the motor didn't start, so I did it again and it fired up - as I was last off the line. Into the dust swarm I went. I was able to start reeling people in, albeit scary since the dust was pea soup. To keep me honest, a rock seemed to jump in front of me every so often. No need to sprint I surmised, as this event was a battle of attrition and not primarily speed, so I just got into a brisk trail pace. The course really had some fun sections, like the quad trails that were luscious loam that snaked back and forth,

plus the uphill single track trail, and even one particular jump in the middle of a small meadow. After what seemed like an eternity, I came upon the expert/amateur split with Stefan exhibiting fine Statue of Liberty form pointing me to the right. Wow, there were some rocks in that section?! The rest of the course was a blur of quad trails, rocky hill climbs, a fast road section or two, and braking/acceleration bumps. Wow, there was even a mudhole or two out in the middle of nowhere!

I eventually came into the finish and my odo showed 33 miles for the loop. I did a brief mental calculation and I figured my Honda could go the full two laps without refueling, so I continued on. About two miles into the second (and for me, the final) loop, I realized something that took me by surprise. I realized that my bike under normal conditions could easily do both loops on one tank, but this was not normal conditions. I knew my air filter was getting packed up with dust. That meant my motor would use more gas. I then decided to get into economy mode and started short shifting and laid off the main jet. As I kept motoring along, I noticed my bike would occasionally pop and die. The course had already deteriorated and was very choppy. When I was coming up to the Bolin Statue of Liberty I didn't see him since I was about ready to pass a rider. I followed the guy up the amateur split and he crashed in front of me. That's when I heard some yelling and they were pointing me the other way. Doh - didn't see him in

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the shade! I just can't believe that he'd be standing in the shade in a 90° day!

Sure enough at about mile 56 my bike died. A flip of the petcock brought it back to life again after a bit. So I really started conserving gas as I continued to roll along, just keeping forward momentum. After what seemed like an eternity, I finally came out into the meadow that led into the final, tight maze of ribboned trails before the finish and there was Jim Gillette (a fellow, class competitor) coming up on my tail. I then threw caution to the wind and pinned it through the last section and into the finish. The trusty Honda made it in, with Jim shaking his finger at me and laughing. We laughed with each other, I got handed a 3rd place trophy and I rode to the bike hauler, where the Honda promptly ran out of gas – whew, that was close! I took off my gear, washed the raccoon mask off my face, grabbed my trusty Canon, borrowed Mitch's little Honda CT70 and rode out to take pictures of as many riders as I could get. Overall I thought the course was spectacular, well marked and a lot of fun. Now if they would only sweep out those blasted rocks off the path!

Riders coming into the finish were getting sparse, so I headed back. Oh, and boy was I thirsty! And while I was away, word has it that someone came by the trailer and said, "Tell Tom that we felt sorry for him going so slow and swapped out his trophy for a second-place one!" What the ???? Okay, who was the jokester this time? Sure enough a third was now a 2nd place trophy.

- Tom Niemela

TIMBER MOUNTAIN XC

Day 1, Race 1 - We made our way up to John's Peak and got settled in to the mass of bike haulers. We made our way to sign up and it was bloody cold, but the club had a fire burning, so it was a welcome site. I reacquainted myself with some of the old club members and did the sign-up shuffle. Unfortunately, the signup for transponders wasn't fairing very well. Due to the this, the club decided to delay the start from 10 AM to 11 AM. On a positive

note, the sun was routinely appearing between the clouds and occasional flakes of snow.

I was racing the old-fart class (50A) and only had two other guys in my class: Jim Sigel and a gent named Ed. When the start flag was dropped, the guy in front of me didn't start and I had to go around him. I slipped and slid my way across the prairie amidst the frenzied carnage. I just wanted to ride smart, take no chances and have a fun/safe ride. I did however have to beat Jim, since he was a pretty good rider, plus a local boy. I've always been a slow starter and it takes awhile to get up to speed, but I was trying to set a good pace and stay ahead of Jim. After about four miles of this, I made a left turn, when I should've gone straight and Jim went by nicely. I decided this was a good thing, since I could key off Jim until I got warmed up.

Man, the course was a blast! It is UNREAL how much work the club put into the course! They had cut in a LOT of new single track as evidenced by all the cleared Manzanita alongside the newer trails. My Honda 450X, was just way too big for these tight trails – at race speeds, but it was okay, because I was having a blast anyway. We went through a variety of terrain and trails. The soil was almost perfect! It was only dusty in the prairie itself and most everything else was luscious loam! You just don't get killer single track like this very much these days. I was pretty much resigned to second gear most of the day, with liberal doses of clutch action. They had a number of steep downhills, specifically over by the old Strawberry Hill area, very narrow sidehills, a couple of short/small rock gardens, a few mud pits that caught more than a few by surprise, and very few sections of road that were no more than a quarter mile.

After a couple miles into the second loop, I was 'finally' up to a decent speed and Jim let me by. I then tried to gap him and started to pull away, since I knew Jim (on a KTM 300) would do well in the upcoming tight, new-trail section. Sure enough, I could feel him catching back

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up to me in the first/second gear trails and by the time we hit the final quad trails, I hoped I could then start pulling him again. Since we only had to do two measly laps, I was now in sprint mode and was berming back and forth in the quad trails, when I was coming down a short descent that bermed to the left. I suddenly heard a two-stroke bike behind me rap the throttle a couple times. This caused me to momentarily think, "I need to let him by" as I went around the berm. That momentary lack of focus caused me to drive right over the darned bank. I didn't even bail, but there I was over the darned edge about four feet as this other rider and Jim went cruising by. I tried and tried to get the boat back onto the trail, but it just wasn't happening. I figured I'd stomp a narrow path into the bank that would get me back up, but as I started digging my boots into the bank, I noticed that the trail did a switchback and came by 50 feet below me. So I bull dogged my way down the bank and was once again back onto the trail. Yeah, I guess that could be considered cutting the course, but if I didn't do that, I'd probably STILL be out there!

Day 2, Race 2 - We again fit into our parking spot and hit signup. Due to the difficulties with the transponders on Saturday, it was decided to go back to the old-fashioned way of using tags to keep track of things. As things progressed, the weather started getting a bit better too.

On this day, the world-famous Chuck Steahly was racing my class too, so I tucked in behind him and tried to get warmed up. Sunday's course was very similar to

Photo Courtesy of Tom Niemela



Saturday's course, with a few bottleneck reroutes thrown in - only backwards. It was surprising how good the traction was once we got out of the quad trail sections! Chuck was really working his little 200 well in the tighter stuff and started to pull away from me. After leaping off the edge of the trail on Saturday, I figured I'd ride smart and just keep forward momentum. It was surprising how good the traction was on Sunday, but the snow was doing weird things like hiding roots and icing up my foot pegs. I managed to catch the elusive Chuckster a couple times, but couldn't hang in the tighter stuff. One time he was even coming back at me, after he must've missed a tight uphill turn. Once I came into the finish, I got second place for the second day in a row, and Jim got third. Better yet, I had an absolute blast and it truly was - an adventure! Did I mention it was a bodacious course?

Mad props to MRA for laying out a great course entirely on their OWN LAND! I look forward to going back next year and hopefully on a lighter bike - another adventure!

- Tom Niemela



DEVILS HEAD IDSE

Dave Klug cruised by to pick me up at 5:10 AM promptly and off to Hollywood Camp we went, taking the Kansas Creek Cutoff shortcut. Once we arrived, Hollywood Camp itself was already somewhat filled and we followed the signs to sign up on the left road across the bridge. We decided to park things next to Marty Clough and Keith Cayton. Turned out it was a good decision as more and more vehicles kept pouring in. We slid into our riding gear, milled around with everyone and got our haws into the rather compact impound area.

You know, after decades of concentrated racing goals, I don't take my racing serious anymore - it's just for fun, and the social side of it is great. Off-road racing has the best people and it's always so much fun to rekindle friendships with fellow riders

from years past and the new riders. Low and behold, out of the woodwork came Ellis Cookman and his signature beard. We've missed you EC and welcome back!

Marty Clough and his boy Aaron were busy doing last-minute things before impound closed, since he had to impound not one, but three bikes - his own, his boy's and his nephew's.

The start time finally arrived and riders fired up their mills and took off. My minute came, my very trusty Honda fired up and we took off. I hadn't gone more than a quarter mile and I saw the ambulance working on a rider after the bridge at the Hollywood Camp intersection. I found out later it was my old friend Blake Landon, and all I can figure is that he was in the dust and hit the lip on the bridge and went over the bars. I talked to the EMT people and they said he was doing okay when they sent him to the Tillamook Hospital.

Also on my minute was Dave and Kyle and we soldiered on. The course wound us up Bushong Road including various on-and-off trails. This was the maiden voyage for both Dave and I with the use of a bonafide trials tire on the back. I'd heard for over 10 years people boasting about how well they work in quite literally everything except snotty mud, but it never logically made sense to me. Whoa, they are nothing short of awesome! No, really! Mega traction everywhere and no more sliding of the rear end. The ONLY weak spot I noticed was only slightly less rear braking on steep downhills where the soil is loose, however it tracked straighter in that condition. Unreal.

The course was fun as it snaked its way in a counter-clockwise loop towards Murphy's Camp and the first checkpoint. Mt. Scott's Jim, Dan and Chris clearly had done plenty of work laying out the course. They had reopened many classic trails that must've been overgrown, plus established some new, single-track options that were nothing short of sweet. At the rider's meeting Ryan said there were two special tests and it hadn't come up to the first check, so I knew it must be immediately afterwards. At the check was Mt. Scott's Chris Klinger, who'd helped lay out the killer course and he was in high spirits as always. Also there was ODF's new OHV Dude, Jahmaal Rebb and we had a good conversation about how he wished he was riding instead of observing.

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Photo Courtesy of Tom Niemela

Sure enough, after the first checkpoint was the first special test. Jim Allison (running the start of the test) said it was five miles long. That's pretty long, so I figured it was shorter than that. Nope, it was an excellent combination of tight single track, mixed with second/third-gear railing. At one point the trail dropped out onto a three-way intersection and an arrow pointed straight up. I knew this area (Ginsberg Point Trail) and started up a trail on the other side of the intersection. It was at this point that I noticed a little arrow on the ground pointing left – DOH! Took me awhile to turn around and get going again. I continued on whipping from side to side on the narrow trails. After what seemed like an eternity, the trail dropped off a steep bank onto a road and the end of the test. Whew – what a wild special test – nice!

The course continued in the same counter-clockwise pattern and descended it's way to the old Eagle Hill area and the second checkpoint. Dave-O and I rolled in and were both really having a fun time, but our compadres Joe Fuller and Kyle were missing. We found out later that Joe had lost his countershaft bolt, consequently losing his countershaft sprocket and his day was done. Kyle wasn't faring too well either, so they both cashed it in – bummer guys. Joe also said he augured in the test and landed on his shoulder, so I hope he's okay.

We came around a corner, where a club member waved us on, then soon came to the second special test where there were two canopies, which I rode up into the first one. A club member asked if it was my first time through and, if so, this was the start of the second special test, so I lined up, flipped AI, Steve and Ritchie a ration and I was off. This test started off with a steep drop off, wound down onto some dry-slick, two-track that curved its way back up to where the original guy waved me by, which was the end of the test. Wow, that was kind of a crazy-fast test. I then went past the start of the test again and continued on.

Eventually I came back to the start of Bushong Road again, which was a gas check for the two-loop riders, but since

Dave and I were in the old-boot class, our ride was done, barring the final special test back at the staging area, so we turned in our cards.

Dave and I then went back to the staging area, rode up the very-steep road to the start of the final special test, which was the old Stevie's Trail that Steve Branstetter created years ago. It started off as a fast dirt road consisting of a few waterbars, then dropped down, down, down through some dry and slippery single track, which then started leveling out at the bottom, wound through a few tight trees and then finished right at the staging area – fun stuff indeed!

Dave and I were now officially done and we both couldn't believe what a great day of riding we had! A tip of the Shoei to the Mt. Scott Club for hosting an ISDE (my fav type of racing) and doing a really good job, especially Jim, Dan and Chris for laying out copious amounts of killer single track! Oh, and I'll say it again, a trials tire on the rear - ROCKS !

- Tom Niemela

MT. SCOTT TRIALS RIDE

After a long and mishappened drive, I finally got to the event, parked and made my way to signup. After getting myself and my bike ready, the rider's meeting started and the day's plans were spilled out. Man, it was already getting hotter than a two-dollar pistol!

My goal for the day was NOT to get any fives, which means no crashes, stalls or going outside the ribbons. Sounds easy? It's not. I'll say it again: learning trials is very challenging, but I'm still digging the heck out of it! Not much to report about my ride really, except that I did NOT receive any fives – woohoo! Throughout the day, I was only carding a one here and there, got a stinking three in a loose, sandy section though. A number of us did get lost a couple times, but we eventually found our way to the next sections. As I always say, these trials events are fun, a relaxed atmosphere and the people are really nice. I continue to learn, have a long ways to go and hope to get out with some of the better riders soon, so they can tutor me on the basics.

Then it was break time for lunch and all the good riders started getting ready and practicing, but just before the rider's meeting, Keith Ditmars and Kent Zimmerman noticed some smoke rising out of the forest. We had to do the right thing and at least go inspect it, and everyone else was busy, but me. Kent offered me his new, street-legal Beta 250 to go check it out, so I loaded up and left. Sure enough there was a fire in process, and it was at an odd spot! I had no fire fighting tools with me, but it was already too big and was burning through a bunch of slash, but was a mere 50 feet from the edge of a tree line. I tried calling 911 from my cell, but zero reception. I jumped on Ken's Beta and beat feet to the summit of Lolo Pass and flagged down some people. On the way there, I looked back over my shoulder and there was a HUGE sky full of smoke billowing from the North. I had the hikers try their cell phone, but sketchy reception again. About that time a family came off Road #18 in a Jeep, so I flagged them down, confirmed they were heading to town and requested they report an emergency. I made them write down all the details and they bolted off. I figured the fire would hit the tree line in about one hour, then all Hell (literally) would break loose on the side of the mountain.

CONGRATULATIONS....

Dennis Sweeten, Mason Harrison and Rory Sullivan - OMRA members - made the team International ISDE Team!

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www.isde2008.gr
Devils head idse

Photo Courtesy of Tom Niemela



Continued on page 7

So I grabbed my trusty Canon and rode off to get photos of the good riders at some of the sections. Before the start, I duct taped my new helmet cam to Jason Matheny's lid and figured we'd get some helmet-cam action on his second or third loop. About an hour later a few fire trucks went racing by on the road with their sirens blaring - good deal, I hope they realized it was reported by nature-loving motorcyclists!

I made my way to a few different sections and was (again) amazed at what the good riders have to ride through - crazy stuff!

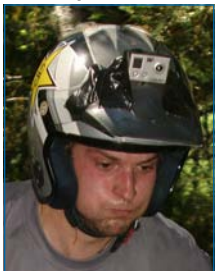
If you've got time, you can view the video on the OMRA website: <http://www.omraoffroad.com/forum/viewtopic.php?t=4801>, sit back and enjoy the videos... total time is about 40 minutes. I spent a lot of time slicing out the transfer sections, so it's primarily just the sections, although I may have missed one. This is my very first time at video editing, so cut me some slack. Huge props to Jason Matheny for offering to wear the cam while riding (and for not breaking it!) and Dick Beardsley for the comic relief and minding. I think we had it aimed pretty good and they were good sports about it!

Mad props also to Keith, Kent and the Mt. Scotters for hosting the event. Clearly there was a LOT of work that went into it, and we all appreciate their efforts!

As always, you can see the complete set of my photos by [CLICKING HERE](#). Thanks for reading.

- Tom Niemela

PS: Jason, if anyone wants a DVD of the raw, hour-long, helmet-cam video, just mail me a self-addressed, stamped envelope with a blank DVD.



Photos
Courtesy of
Tom Niemela



AD COUNCIL AND FOREST SERVICE PULL ILL ADVISED SMOKEY BEAR ATV PSA

JULY 29TH, 2008

CONTACTS: DON AMADOR, BRC WESTERN REPRESENTATIVE
EMAIL: BRDON@SHARETRAILS.ORG

WASHINGTON DC (JULY 29) — THE AD COUNCIL, FOREST SERVICE, AND NATIONAL ASSOCIATION OF STATE FORESTERS ANNOUNCED THEY ARE PULLING THE SMOKEY BEAR "ATV" PUBLIC SERVICE ANNOUNCEMENT (PSA). IN A JULY 28 UPDATED EMAIL TO THE ATV COMMUNITY, THE OFFICE OF THE CHIEF OF THE FOREST SERVICE STATED THEY HAVE ASKED ALL MEDIA OUTLETS TO DISCONTINUE THE AIRING OF THE AD.

THIS CESSATION OF THE AD CAME AS A RESULT OF AN EFFORT BY MANY ATV AND MOTORIZED ACCESS STAKEHOLDERS TO ALERT THE AGENCIES THAT THE AD WAS OFFENSIVE AND WAS SENDING THE WRONG MESSAGE TO THE RECREATING PUBLIC. THIS ACTION WAS PROMPTED BY REQUESTS FROM MANY RESPONSIBLE MOTORIZED RECREATION INTERESTS TO PULL OR MODIFY THE AD TO MAKE THE MESSAGE MORE RELEVANT AND ACCURATE.

DON AMADOR, WESTERN REPRESENTATIVE FOR THE BLUERIBBON COALITION, STATES, "I HONESTLY BELIEVE THE AGENCIES HAD INTENDED TO CREATE A POSITIVE MESSAGE REGARDING SAFE USE OF OHVS ON PUBLIC LANDS. HOWEVER, THE PSA INCORRECTLY CONVEYED TO THE ATV RIDER THAT THE BEST WAY FOR THEM TO PREVENT WILDFIRES WAS TO STAY AT HOME. INSTEAD, THE AD SHOULD HAVE ENCOURAGED THE USE OF USDA FOREST SERVICE APPROVED SPARK ARRESTORS AND LIMITING TRAVEL TO APPROVED ROUTES AND AREAS."

"BRC THANKS THE AGENCIES FOR LISTENING TO OUR COLLECTIVE CONCERNS ABOUT THIS AD AND FOR TAKING THE RESPONSIBLE COURSE OF ACTION BY CANCELING THE CAMPAIGN. IT IS OUR HOPE THE AD COUNCIL AND FOREST SERVICE CONSULT WITH THEIR TRAIL RECREATION EXPERTS AND THE OHV COMMUNITY BEFORE LAUNCHING ANOTHER MOTORIZED RECREATION AD," AMADOR CONCLUDES.

NEW ATV REGULATIONS THAT WERE SIGNED INTO LAW BY GOV. TED KULONGOSKI IN 2007 ARE BEING PHASED IN, INCLUDING ONE NEW LAW THAT ALREADY WENT INTO EFFECT EARLIER THIS YEAR.

THE LAW NOW REQUIRES THAT CHILDREN UNDER 18 RIDE WITH THEIR HELMET CHIN-STRAPS FASTENED AND THEY MUST BE SUPERVISED BY SOMEONE WHO IS AT LEAST 18 YEARS OLD, HAS RECEIVED ACCREDITED ATV TRAINING AND CAN PROVIDE IMMEDIATE ASSISTANCE TO THE CHILD.

HERE IS WHAT YOU NEED TO BE AWARE OF IN THE FUTURE:

AS OF JANUARY 1, 2009: RIDERS UNDER THE AGE OF 16 MUST RIDE ON A PROPERLY FITTING QUAD AND WILL BE REQUIRED TO COMPLETE A MANDATORY SAFETY EDUCATION COURSE DEVELOPED TO TEACH SAFE, RESPONSIBLE RIDING BEHAVIOR. UPON PASSING THE TEST, THEY WILL BE SENT AN ATV EDUCATION CARD WHICH MUST BE CARRIED WHILE RIDING ON PUBLIC LANDS.

IN ADDITION, ALL RIDERS UNDER THE AGE OF 16 MUST BE ACCOMPANIED BY AN ADULT WHO IS AT LEAST 18 YEARS OF AGE AND HOLDS A VALID ATV EDUCATION CARD, SO ANYONE SUPERVISING YOUNG RIDERS MUST COMPLETE AND PASS THE COURSE AND CARRY THEIR CARD.

AS OF JANUARY 1, 2014: ALL ATV RIDERS WILL BE REQUIRED TO COMPLETE THE SAFETY EDUCATION COURSE, PASS THE TEST AND CARRY A VALID CARD.

FOR THE SCHEDULE OF THE MINIMUM AGE REQUIREMENTS BEING PHASED IN, ALONG WITH COMPLETE INFORMATION ON THE RULE CHANGES FOR OREGON'S ATV RIDERS, GO TO WWW.RIDEATVOREGON.ORG OR CALL 1-877-7SAFELY. THE COURSE WILL BE AVAILABLE ON THE WEBSITE BEGINNING JANUARY 1, 2009. THOSE WITHOUT INTERNET ACCESS MAY CALL THE TOLL-FREE NUMBER FOR A PRINTED COPY OF THE STUDY GUIDE AND TEST.



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LATEST CALENDAR UPDATES

Series	When	What	Where	Who
	Sep 13-14	Playday	Goldendale, WA	OTBG
DS	Sep 14	Scaredy Cat Adventure Ride	Detroit	NWT&T
	Sep 20	6-Hour Team Race (Starvation Ridge)	Goldendale, WA	OTBG
DS	Sep 20-21	Diamond Lake Dualsport 200	Diamond Lake	MRA
	Sep 21	Playday	Goldendale, WA	OTBG
GP	Sep 21	Dick Jagow Memorial GP	Washougal, WA	Mt. Scott
	Sep 27	Shotgun Poker Run	Eugene	ETRA
DS	Sep 27	Dualsport TBA	Tillamook	NWT&T
GP	Sep 28	Eugene GP	Eugene	Territorial TR
	Oct 4-5	Playday & 1/2 Mile Flat Track Race	Goldendale, WA	OTBG
GP	Oct 4	Jerry Clough Memorial Race & Kidz XC	Prineville	NORA
GP	Oct 5	Festered Fanny Race	Prineville	NORA
	Oct 5	Lolo Pass Trials	Mt. Hood	Mt. Scott
DS	Oct 11	Rat Dog Dualsport	Washougal, WA	NWT&T
GP	Oct 12	Starvation Ridge Fall GP	Goldendale, WA	OTBG
	Oct 25~26	24-Hour Team Race	Goldendale, WA	OTBG
	Oct 26	Ghost & Goblin Poker Run	Jacksonville	MRA
OMRA	Nov 1	OMRA Annual Calendar Meeting	Oregon City	OMRA
XC	Nov 2	Terrain Cross Race	Jacksonville	MRA
	Nov 1-2	Playday	Goldendale, WA	OTBG
GP	Nov 8-9	European GP	Goldendale, WA	OTBG
XC	Nov 15	Fall Classic Team Race	Bend	Lobos
XC	Nov 16	Fall Classic Race	Bend	Lobos
	Nov 15-16	Playday	Goldendale, WA	OTBG
	Nov 22-23	Playday	Goldendale, WA	OTBG
	Nov 28-29	Playday	Goldendale, WA	OTBG
	Jan 1, '09	Hangover Scrambles	Washougal, WA	JCTRA

CAUTION!: These events could change, so contact the club before the event!

GP = Grand Prix Points Event

XC = Cross Country Points Event

DS = Dualsport Points Event

ATV = All-Terrain Vehicle

PR = Poker Run

ISDE = [International Six-Day (style)] Enduro

TBA = To Be Announced

Check the website for the RULES for each type of event!