



## OMRA QUARTERLY NEWSLETTER SUMMER 2009



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### A LETTER TO ALL OMRA RIDERS

Whether we appreciate the approach or not, most of us sit at the races with a PC extracting what can be learned and gained, making notes on taking all of us, our sport, partnerships and the OMRA to a new better level.

Most of you also know that no matter how frustrated we may get about our sport it is not a personal reflection - so long as we don't get personal.

Jason and others, thank you for your points - a little softer gets most of us there faster.

Joe, Stevie, and the others who try to make sense out of all of our passion. Thanks for being the rational ones.

It is important to realize, accept, believe and support that the OMRA is THE UMBRELLA organization of our recreational use and sustainable trail management for the future. There are other organizations with a more singular focus, many are great organizations, some are partners and supporters. Choose your organization carefully as you will cause yourself and others stress if you choose less than cautiously.

Let us help a little:

**Mission** - As posted we are an organization with two purposes, the advocacy of our sport and the stewardship required to maintain and grow it. The sanctioning of the very best in off-road sports possible.

**Membership** - our membership has grown consistently and continues to grow. We have passed the 1000 mark and expect by year end to reach 1500 or more WITH YOUR HELP! Racers or not, we are only half way through the year and YOU still have friends and neighbors that are not members!

**Advocacy** - we attend every possible and known legislative committee session or subcommittee session. ODF, USFS, BLM session uncovered by great groups like the MRA.

We attend the events in Olympia as our membership is strong in SW Washington. We partner with CLOUT. We participate in every NOHVCC and Blue Ribbon meeting and conference. We are in constant contact with the AMA/ATV, representing with their strength

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**A Letter to All OMRA Riders,**  
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where possible such as on the ATV law we helped steer to a best case result. From trail access, laws, safety, to power in the government - we are there. Even more on this effort is coming soon.

ATV Allocation committee (your permit funds) - we participate, influence, communicate, monitor and actively work to ensure we protect OHV areas.

Trails - we coach and work regularly with the ODF and other groups, raise work parties, and work on work parties. We also have, via ATV funds, our own work party program where we (you) get credit for being a part of maintaining Oregon's trails - therefore we can have trails, open trails, gain trails and hold events - without trail time in many areas there is no permit for events (ask a club member or promoter).

Stewardship - we have begun a huge push and have the start of a singularly focused committee on stewardship. More on that later.

Users - we bring together traditional motorcycles, ATVs and 4x4 groups to work together. Lately we have been communicating with the mountain bike community and are looking forward to a future partnership. Equestrians and other users are joining our list of

partners. We are not against any of these groups and work everywhere we can to bring users together so we can all enjoy and manage the trail systems for our future. Both for separate tracks and trails as well as multi-use tracks and trails.

Youth - we helped curb and subsequently write the recent legislation. We also helped direct on a sub committee the education and test process. Due to a shortage of time and volunteers, the agency had to take on more of a lead role. You are experiencing their best effort with their time line and experience. We can participate further with your help.

Family - Poker runs are a major focus of the OMRA and its member clubs. This brings huge benefits to the sport - more so than any race series. I encourage everyone to gather or direct their family, friends and peers to participate in helping with the trail exploration, management opportunity and fun in this venue.

Adventure Touring - Dual-Sport is a tremendous part of what we offer via our member clubs and associations, in both Oregon and Washington. Test your skills on a new adventure. Gain friends

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**A Letter to All OMRA Riders,  
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to tour the states or other countries with.

**ATVs -** The OMRA offers the single most valuable venue to bring the largest user groups that share together. To provide for both multi use, single and dual track sporting. Together we will be able to better save the dunes, which provide some of the best locations for ATV and UTV riders to experience the sport.

**Racing & Competition -** We are the largest off-road competition sanctioning body in the state of Oregon. We draw members to the competition series from ID, MT, WA, OR, NV, CA. We provide and continue to improve on series competition, consistency, practices, family and individual sportsmanship, youth education and opportunity. Over the past few years, through YOU and our member CLUBS we have brought more rule updates and consistency, more promoter advocacy, support and unity, more youth excitement, more women, and more users of ATVs. We also offer more skill alignment (yes this means more classes as a result of our demographic, more new members and the baby boomer effect on our sport), colored number plates, more timed events, more member regulation and management, more friendship and more partnership.

Often we get carried away with listening and planning to improve that we do not either choose to or have time to report. There are days when several of us spend many hours online reviewing the posts of others, and we apologize for not being prepared to address every need or concern on all fronts.

Some updates and where we need YOUR help:

**Membership growth-** we are seeking sign-up volunteers, shop and area representatives and a person to run that committee.

**Membership registration -** we have the best family volunteer group here.

**Rules Management -** we are looking for a person to help with this - they will have to lead us through the transition of handing it over.

**Events -** we are looking for volunteers: planning, weekend, day, hour, special purpose, sign-up, start lines, new member relationships, etc...

**Officiating -** we are seeking more officials.

**Marketing -** we are seeking additional volunteers to assist our marketing team.

**Work parties -** we are in need of leaders of perpetual work party groups for every riding area except Tillamook and Hood River (we are getting a great member response in those areas).

**ATVS -**our members are stepping up - cautiously as they watch YOUR support. As in 2004-6 we are on the cusp of great gains here!

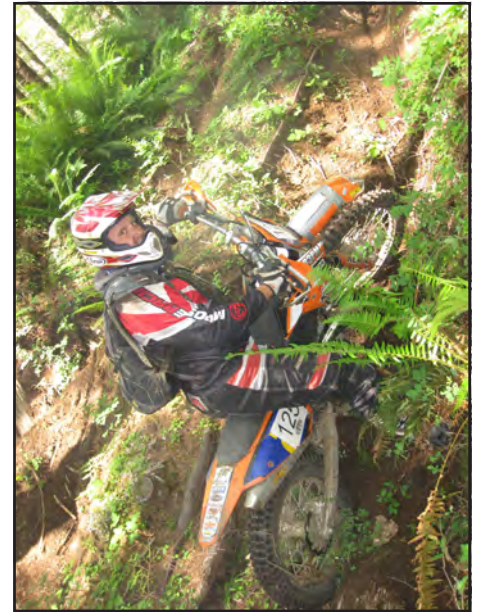
**Contingencies -** we have falsely started our contingency program a dozen times with only 3 years 2002-2005 actually having a small program. We need a sponsorhouse coordinator as well for this. This is where we can get those OMRA plates.

**Discount programs -** we have a few people and many groups that have been right there ready to help, but we have not had the single committee or person to lead this.

**Youth programs -** we have so many great groups making this happen and are looking for a coordinator.

**Education -** we are in search of a committee to partner with the education concerns to help direct the future and get us where we need to be.

**Sanctioning-** we are taking action on all sanctioning agreement issues - we require a sanctioning agreement.



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**Letter writers -** 10 people signed up at the banquet - we are close to putting this program together.

**Points-** we have a great volunteer family working on this program!

**Website -** we have two great people working on this.

**Electronic membership -** we have 3 great people working on this.

**Banquet -** in need of volunteers to get working on next year.

**Sandbagging -** for 3 years we have been working on a sandbagging agreement a la WORCS - so far none of use have been able to walk away or attain a copy of the ever protected WORCS sandbagging rider agreement form. We recently drew up our own and are approving it. We generally do not implement such in the middle of the year - to do this we would need your help.

We also need riders to stop worrying about age and racing and consider their riding experience and skill as it relates to the field not themselves. We can not govern this for people.

**FAQ/FADQ topics -** we recently put together a new and temporary rider agreement on Frequently Asked Disqualification Questions. - Again

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**A Letter to All OMRA Riders,  
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we await your help in introducing this and full implementation for the 2010 season.

Number plates - we have slowly introduced this program with concern for the early member comments concerning expense, changing bikes, and running different series. Currently I believe we only require AA and expert number plates. The change for AM will be planned next year and begin the following year. The promoter must enforce this program. The riders should know, if they do not comply with a required rule they will most likely lose a protest. It is not likely someone would say don't compete, however ride the wrong plate at your own risk.

As a solution - we are having colored stickers made in yellow, blue, red, and white for all riders. There will likely be cost to members for each event. Non members will likely have it included in the day-pass fee.

Drinking alcohol - seems some of us have forgotten the rules. I expect there will be a post. Please read the rules.

Event facilities - this is being taken care of.

Dogs - Seems some of us need to read the rules and also pick up after your pets.

Sportsmanship - we need your help on the message board as well as the competitive field. We know most everyone means well.

This is a small outline of what we do and think about through you and with you.

We are not there, we may never be, we choose to make the journey either way.

I'll see you on the trail,  
Ed Ariniello, President

**SPONSORHOUSE**

A few weeks ago I was invited to join a race team on Sponsorhouse.com. I thought "what the heck is this all about". I have to go to some website and sign up and then I can be part of the team and receive all of their sponsors? So like a blind sheep I followed them and joined.

Now you might be thinking what kind of sponsors, right? That's what I thought at first. Great, I am going to get some 5% discount at joejobsdiscountdirtbike@nothing.net. What I found was very surprising, the team had discounts from EVS, Powerbar, Scott, and many more with levels of discount from 40% to 70% off, pretty cool.

So I investigated this sponsorhouse place and found I could join, create a profile page, add results, pictures, videos, and comments and get sponsors. I did this a month ago thinking, "well it's the wrong time of year to send out resumes for a sponsor" and in 2 weeks time, I received sponsorships from, Fuel, Fastway, AXO, and Shift.

So if you have some time to kill and you want to pay less for the great stuff you already use, take the time to go to [sponsorship.loopd.com](http://sponsorship.loopd.com) and find some sponsors for your type of racing and even look for scholarships for school.

And while your are at it, search for me and join my community - James Harris or James N Flames - out of Banks. Have fun getting blown away like I did. See you at the races with all the cool new sponsors.

- James Harris



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## THE GOPRO HERO WIDE SPORTS CAMERA

I've wanted a good helmet camera for years. I've tried the Oregon Scientific 1k and 2k models and have been mainly disappointed in their performance – there were so many features left out, or they weren't robust enough. Then I purchased the GoPro Hero (standard lens) Camera – now I was getting somewhere! This little baby was fully self contained, would run a full hour of video (with a two gigabyte SD memory card) and ran on two AAA batteries. The only snivel was that it was fairly challenging to aim. I even created little attachments to help aim where I thought it would record the best. The attached aiming devices worked okay, but it was still a hit-or-miss endeavor.

Enter the GoPro Wide Sports Camera. Earlier in the year I was at the annual NOHVCC Conference in Houston, Texas and my friend Mark Mitchell had one of the new, wide-angle lens units. He knew diddly squat about video cams, so just strapped it to the front of his chest protector, turned it on and we went riding. We really didn't think much about it until we were swilling barley pops in the bar at the end of the day watching his recordings. Wow, it was awesome! Since the camera was strapped to the front of his chest, we got to see so much more! You could watch his arms and handlebars go back and forth as he navigated through the trail system, plus you could still see the trail ahead too! Very cool. And the angle that the little unit was aimed, was great.

I was so impressed that I purchased one of these wide-angle units before my recent Oregon Back Country Discovery Route trip.

After spending over a week with the cam, I came up with this verdict: This is by far the best video camera I've ever used. The key features that make it great for our sport of off roading are:

- It's extremely small!
- Can mount anywhere. It comes with many mounts, but a chest protector I found to be the best. Plus, when mounted on the chest, it is less apt to get knocked off by limbs or brush. It also has other mount options to



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mount to your helmet, front or back fenders, frame, etc.

- One hour recording time (with a 2 gig SD card). That's a long time really. In fact getting one of these cameras creates a new dilemma: what videos to keep when you create your final video compilation? Plus all the videos start filling up your hard disk drive.
- The f/2.8 lens has a 170-degree field of vision, which allows for not only better light sensitivity, but the full context of whatever riding you're doing, and reduced jitter/shake from vibrations.
- It has a plastic housing that is waterproof to 100 feet.
- The 512x384 video appears to have great light, and auto exposure, especially on bright, sunny days.
- This unit also has a still-mode option, which can record still shots continuously at 2 or 5 second intervals.

### Cons:

- Due to the fisheye effect, small items will look even smaller. If you ride over a one-foot log, it may look only six inches in size.
- It will go through the batteries, so I suggest getting the best rechargeable AAA batteries you can scare up.
- It's so small (especially the menu) that it is an eye squinter.

Summary: at a retail price of \$190, it's a smoking deal! I highly recommend it to anyone interested in recording their antics. For more info and example videos, go to their website: [www.goprocamera.com](http://www.goprocamera.com).

- Tom Niemela

## WHAT CAN HAPPEN IF WE DON'T HAVE ENOUGH CLOUT IN THE LEGISLATURE

Riders, this has been a big year in the world of politics and the law for OHV users in Oregon. Earlier in the year, we watched with dismay, and some fear, as the Washington Legislature completely emptied their riders OHV fund; taking money from the user's pockets and tossing it into the sacrificial volcano that is their general fund. Their legislative session ended a couple of months before Oregon's so we had enough time to get our suspicions up about what might be in store for the southern part of the pacific northwest. We didn't fare as badly but the same tone was set, here, when hundreds of thousands of ATV fund dollars were raided by the legislature.

We learned that Oregon Parks and Recreation Department, whom we pay to administer our program, and our OHV user-based ATV funding committee, is completely powerless to protect or guide the money we accumulate after we developed our ATV fund, volunteering to tax ourselves to preserve our sport. That's right, we volunteered and for good reason. It was the right approach then and it will work in the future, but only if the meddling, groping tentacles of State Government agencies and individual legislators can be kept in line or properly restrained. The OMRA is busy right now, (at the forefront of the effort) to reform the structure of the ATV fund program to ensure its sustainability, and we'll need your help.

What can you do? Roll up your sleeves! Since you're an OMRA member you're automatically a part of the Oregon CLOUT system; The Constituent Legislative Online User Target tool. CLOUT is a powerful tool to help you reach out to your specific Senator, Representative or other figure when it matters most. You'll only be contacted when it matters most; when you and your legislator are the key figures to the success of OHV recreation. The CLOUT system will make it super easy to make your views known at the precise moment that those views can make a difference, not some vague, blanket, petition or bulk email campaign.

Let your friends and neighbors know about CLOUT. Go to the [www.OMRAoffroad.com](http://www.OMRAoffroad.com) for an email link to your CLOUT registration team. If you help pass it on in your community we, can achieve this goal. Imagine how much CLOUT the OHV community will have when even 25% of the over 80,000 ATV tags sold in Oregon each year are in the CLOUT system!

**Do your part!  
We need CLOUT in Salem!**

## FREE? OUR SPORT

My recent trip to the Swamp Creek GP got me thinking about the cost of things. My long awaited first family trip back into the sport, after years wishing I was at each race, brought me some new insight.

Saturday a.m. we loaded up and headed for the gas station for our fuel and propane (not free). We began our trip and listened to music and talked amongst the four of us on our way to a new adventure (free). We arrived in Junction City and everyone was hungry so we had to stop and eat (not free). After eating we finished the drive to Swamp Creek and entered the gate, met with Yvonne, and paid the gate fee (not free). We selected one of the parking slots along the creek and started to set up the trailer (free). We started remembering all the things that we had forgotten because we are new at this once again (free). I smashed my finger on one of the trailer stabilizer jacks (freaking free). Once set-up, we started talking with all sorts of nice people who share the same love for the sport we have (free). I had the pleasure of watching the kids riding school and those amazing kids absolutely having a blast (free). All those kids got Swamp Creek Medals (free and really cool). Most of the kids received some free gift through a raffle also (I hope OMRA and Clubs, and its promoters realize how neat this really was and work to have beginning rider/kid clinics at more events). Our family got to spend quality time away from all the hassles and

distractions of normal everyday life. My phone didn't ring and my pager never went off (free). I signed up to race the next day (not free). We cooked and ate dinner (should have been free). We spent the evening together and listened to the entertaining guys across the access road hooting and hollering (free).

Sunday morning came and I began my race prep (free). I ate a light breakfast (almost free). I realized that I was actually nervous (free butterflies). I got on the bike and realized that I am on the line with a bunch of really nice people just out to enjoy the day (free). I didn't get last off the line (free gift. Thanks guys!). I got the worst case of arm pump that I can recall (numbingly free). I realized that I may be old and out of shape (free... but now quite afflicted by this potential revelation. My helmet is now echoing with this horrible quandary within my old? brain). I met the nicest young man, stuck down in a creek about 5 feet below the trail looking quite disheartened, during my travels that day. I helped him out of that creek TWICE (free). I got soaking wet and muddy with both boots filled with water (free). He thanked me after each rescue multiple times and called me sir (hey wait... apparently I am old... oh the pain). I took last and got lapped by the sweep riders twice!!! How is that even possible!?! I gave them free laughs but felt bad when one of them crashed because they were laughing so hard at me.

how much it would cost our family to go out to dinner and a movie. It wouldn't have been near as fun or near as valuable of family time. I wouldn't have challenged myself either. Participating in OMRA's events surely isn't free, but comparing it to a lot of other things and the value for your dollar is certainly there. Oh there are things that will continue to be free. I will feel free to take last place and everyone will freely give it to me. I'll freely invite anybody I meet to come try it for themselves. I'll feel free to plan for Eddieville so I don't forget half the stuff I need and I'll feel free to keep things in perspective. I hope you feel free to participate and maybe you can gain a new perspective too. It's free!

has been a family of enthusiasts since our inception back in 1972. Not only are we a family of enthusiasts, but many of us and our own families have grown up participating in OMRA sanctioned events, whether they be non-competition or competition events. Not only is every event weekend a family weekend, it is a family learning environment. Our local affiliated clubs and promoters give extra effort to make sure our youth gain a love for the sport, but also have the ability to learn and grow. Make the commitment to get someone new involved in our sport.

- Stevie Mac



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If you are reading this and it sounds like it was an expensive, disappointing, and unsuccessful weekend... WRONG. You see, in retrospect, I found out that many things that I participated in over the weekend were absolutely free. When I began to add the cost in my head, I started to think about the cost of things in general and

© Image by Dan Jordan



## OCTOBER RACE DAY

The day of October 12th began as a normal race day at Starvation Ridge for me, but I would soon find out that it would become so much different. I woke up excited and already feeling like a winner; ready for whatever the track was going to throw at me. I felt like I was going to figure something out and was only thinking positive about it.

As normal, I filled out the entry form, and retrieved my tag to keep track of laps. Then I helped prepare my bike and myself by fueling up on energy and gas, checking tire pressure, bolts, oil, and making sure it would run and respond on queue. I finished off the preparation by putting on my Thor riding gear and all the "armor" like chest protector, knee braces, Camelback, and boots. After that, I walked over to the rider's meeting to listen for any new parts to the track or informational advice in order to be able to finish the race; since this track is known for its countless injuries and other funny, painful stuff. For instance, if a rider goes into one of the many ponds, they must sign a life jacket. Also, there's something a rider has to sign if they go through a barbed wire fence. "Ouch! Luckily I haven't experienced such a thing yet!" I thought. As much fear as those things would bring, I would not let them slow me down. I couldn't think of the word at the moment, but I felt unstoppable!

"All riders to the start line," announced Scott, the owner of the track.

I then put on my helmet, giving me a new train of thought, got on my bike and started it up. Once I got to the starting area full of 100 plus riders, I ran through my start strategy, picked a spot, and tested it. After that I went back to my spot and watched the first three or four waves ahead of me go. By now it was my class' turn. I focused my eyes on the very tip of the green flag, waiting for one little twitch. There it was!

"GO!" I heard.

In less than two seconds I was in gear and twisting the throttle!

"Ahh, man!" I thought. I had forgotten to keep the choke on and the bike wasn't warm enough to stay running. So I watched my class blast ahead of

me; but they weren't leaving me. I knew right away what had happened and it only took me a few more seconds to start going again. By the time I reached about a mile or so, I had caught up with the tail end of my class. I was beginning to feel that sense of being unstoppable, not allowing any bumps or minor mistakes to faze me. "I'm screaming!" I thought.

Then, the most dreadful thing that could happen came out of nowhere, arm pump. Arm pump is when the blood flow to your wrists is decreased and the muscles get tired and worn out. As much as I needed to stay with it and wait until the pits, I had to stop, shake and loosen up my wrists. They were so tight that my coordination was responding with the terrain and not with my eyes and mind. Every bump I hit or turn I entered was disastrous and I ended up twisting the throttle abruptly instead of pulling in the brake lever. I knew it was the perfect recipe for either calling in life flight or the hearse, so smartly I stopped. "I'd much rather finish than go with the disastrous options," I said to myself.

Once my wrists felt loose enough again, I started my bike back up and ripped off into the dust. I came to the end of the first lap peeling off the skins underneath my gloves and throwing them in the pits. I thought my fingers weren't able to move around very much and that the skins underneath were reducing the flexibility. That was the beginning of my second lap and, with more flexible fingers now, I was only passing other riders. Although most of the riders I was passing now were in other classes, it was giving me confidence and a good way to tell that I must be catching up.

The rhythm I was in was consistent, smooth, and fast; although sometimes a bit too fast! As I was nearing about halfway through the third lap I was on the throttle hard and passing yet another rider when... "OH NO!" I shouted. There was a hard left turn and I was passing the guy on the inside, full bore! I did all I could to get the force and momentum of the bike turned about 90 degrees, but I was just going way too fast. So the next thing I knew, I was flying off the

side and abandoning my bike. It hurt pretty badly, but I drew myself together and got back on quickly.

As the lap went on, I noticed that the steering was off and some turns were more difficult than before. This thought robbed my mind and made me think too much. Soon enough, I went down again. This time I did the same thing only on a right turn. As a result, my steering went back to normal, but the crash still cost me time. I came in to realize it would be my last time out. The white flag waved and I quickly prepared for an even faster lap.

Throughout about three quarters of this fourth and final lap, I kept a perfect, smooth rhythm. However, my third crash came to give me another story to tell. In this one I figured out something about one of the other crashes; my air box cover was gone! "Where is it?" I asked myself. My bike had been sucking in dust for miles and this could have been disastrous. The engine would start making CLUNK and KACHINK noises - noises engines are never supposed to make, but without thinking about it, I kept going after a brief search. Now I was feeling like a "diehard," leaving everything out on the track, literally! With only a half mile left, I went down again and hoped it would be the last. It was! The end came and I felt amazed as I looked at my max speed of 84mph! However, I knew that was about 20mph off, so it was probably only 64mph. In this race, that was plenty fast for me.

The only thing left to do after the finish was to pack up and see how I did. After packing up and taking a look at the pictures taken during the race, results were posted. I ended up in 8th out of 12 and 5th in points. I was definitely satisfied because I'd been through so much in just two hours that all I really cared about was finishing, and I accomplished just that. "I left it all out on the track," I told my dad, "If I went down, I got right back up. I never gave up!" That was definitely the best race I've ever had. "I can't wait for the next race. I'll be as solid as a rock and be even more prepared to place in the top of the pack!"

- Matt Ariniello



OREGON MOTORCYCLE RIDERS ASSOCIATION, INC.  
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## 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.

## SENATE BILL 578

When it comes to your ATV funds, you deserve a front seat, not a back seat.

During the last few months many of you followed some of the bills in the Oregon legislative session that just ended this past July. There were moves that went directly at our ATV fund dollars and one effort to change the way the program works, SB578.

Unfortunately, each of these moves were developed at the very end of the session and with only days to respond, we were unable to fend them off. Before the next session even begins, the OMRA will be positioned to make a difference, a real difference, no matter how late in the game these bad ideas get thrown our way.

Senate Bill 578 began as an effort to form an advisory task force to review Off-Highway Vehicle Classification and safety issues, but then suddenly morphed into a bill that swallowed up our existing ATV fund law, substantially rewriting it in ways that the OMRA and the nearly 40 other OHV organizations behind us found objectionable. Since there is still implementation work to do, if our partners at the Oregon Parks and Recreation Department are willing to work with the OMRA, the group that gathered the backing, and worked to represent virtually all of the Oregon OHV community this session, we can help make the most of the new law.

The OMRA is this State's primary stakeholder organization when it comes to representing OHV user's interests and concerns, and we'll be ready to join the table and constructively move forward to implement SB578 as positively as possible. Let State Parks know that you want the OMRA near the head of the table as the group that knows best how to represent you when it comes to your ATV funds.

You can read the full copy of the text online: <http://www.leg.state.or.us/09reg/asures/sb0500.dir/sb0578.en.html>.

## 2009 OMRA SCHEDULE OF EVENTS

**DATES SUBJECT TO CHANGE,**

**VISIT [WWW.OMRAOFFROAD.COM](http://WWW.OMRAOFFROAD.COM) FOR UPDATES**

	OCT 3-4	PLAYDAY & 1/2 MILE FLAT TRACK RACE	OTBG
<del>GP</del>	<del>OCT 4</del>	<del>EUGENE GP</del>	<del>TERRITORIAL TR</del>
<b>CANCELLED DUE TO VIOLATION OF SANCTION AGREEMENT</b>			
GP	OCT 10	STARVATION RIDGE FALL GP	OTBG
	OCT 11	PLAYDAY - THE RIDGE	OTBG
	OCT 18	EDDIEVILLE FLAT TRACK RACE	OTBG
GP	OCT 17-18	EUROPEAN GP	OTBG
	OCT 26	GHOST & GOBLIN POKER RUN	MRA
	OCT 31-NOV 1	25-HOUR TEAM RACE	OTBG
XC	NOV 1	TERRAIN CROSS RACE	MRA
OMRA	NOV 7	OMRA ANNUAL CALENDAR MEETING	OMRA
	NOV 7-8	PLAYDAY - EDDIEVILLE	OTBG
XC	NOV 14	FALL CLASSIC TEAM RACE	LOBOS
XC	NOV 15	FALL CLASSIC RACE	LOBOS
	NOV 21-22	PLAYDAY - EDDIEVILLE	OTBG
	NOV 27-29	PLAYDAY - EDDIEVILLE	OTBG

### JOB OPENINGS:

- COMPETITION DIRECTOR
- VOLUNTEER COORDINATOR
- FUND-RAISING COORDINATOR
- EVENT VOLUNTEER OFFICIALS
- WORK PARTY VOLUNTEERS
- BANQUET VOLUNTEERS
- SOUTHERN OREGON COORDINATOR
- COASTAL COORDINATOR
- NE/EASTERN COORDINATOR

**EMAIL: [VOLUNTEER@OMRAOFFROAD.COM](mailto:VOLUNTEER@OMRAOFFROAD.COM)**