



OREGON MOTORCYCLE RIDERS ASSOCIATION, INC.
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OMRA QUARTERLY NEWSLETTER SUMMER 2010

SINCE 1972

Protecting Your Right to Ride!



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THE 2010-11 OMRA YEAR IS UPON US

The landscape continues to move, to change, to provide challenges and opportunities.

It's already the middle of 2010, we are in the midst of great goals, a growing board of directors, a growing membership, legislative and government financial challenges, trail and resource challenges, all amid historical personal and family challenges.

All said, members, member clubs, member businesses, partners, affiliates and volunteers, thank you for a great 2009-10 and welcome to our renewed partnership for the 2010-11 season. We thank you for your partnership and support.

We hope you appreciate ours as much as we do yours. This year in the legislative process we are preparing for the new session. Legislative volunteers are urgently needed to help share the load of watching, communicating, planning and acting with the influence of our sport and recreation. The first thing you can do is know your representatives and vote with those that honor our privileges! Our legislative and Land-Use Director, Tom Niemela (tawmn@omraoffroad.com) will need your help this year. Please contact him to see who's on our bench and how you can strengthen and enlarge our influence. With your help we are also strengthening our Oregon Clout Program, Ethan Lodwig (ethanfnp@comcast.net) has taken the lead. You can contact him directly for more information.

On the trail work and maintenance end, now more than ever, the OMRA, our member clubs, trail focused organizations, the USFS, BLM and OPRD need your help on the ground! We look forward to

working together to strengthen the volunteer base you have all helped build. Now more than ever it will be so very important we work together. Without a joint team effort on all of our parts, new up an coming trail places like the Crooked Finger Trail System could vanish. Keep your eyes, mind and desire ready, stay tuned to the event calendar and message board for calls to duty! Please contact Tom Niemela (tawmn@omraoffroad.com) for more information.

On a participation level with the OMRA, we would still like to have an area representative from every area in Oregon. So far we have the NW, Hood River, Willamette Valley covered. If your favorite area is not covered with a representative, jump in, be a part of this statewide program. Participation is minimal, but valuable. In many cases we can use technology to keep you tapped in. Please contact Ed Ariniello (ed.ariniello@omraoffroad.com).

In the area of competition, we've honed in on many of the needs and suggestions received from members. In most cases the moves we've made have come from our members, or committees of members, so let's work together to give them a run and note improvements for next year. Notes on competition can go directly to our Competition Director, Lizz Green (lgreen@omraoffroad.com).

ATV's! What a great opportunity we have to be the leaders in bringing a unified OHV group, the OMRA, to the forefront. Over the last few years it has been our leadership in the motorcycle AND ATV arenas that has built and maintained the influence we have in the legislature

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 LEAVING A GOOD IMPRESSION



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and on the ground! What we must realize and face together is the OHV arena is already, by our own nature and history, divided, naturalist, hiker, trail running, equestrian, mountain bike, competitive mountain biking, dirtbiking, trials, ATV, side-by-sides, 4WD, rally and many more. To wish us or keep us divided is to give way for one [another group] to dominate the challenges or influence and lose our voice! To bond as many together on the trail, in the fight or as a united front is to win! Carrying the ATV torch is ATV Director, John Sapp (jsapp@omraoffroad.com). Please contact him directly.

One of the most important moves we have been working towards is the OMRA Day-Pass Program. This program will help build our "participant" list and funds for when we go to the legislature and discuss who and what we represent - for you! This program will help build OMRA membership through increased contact with riders and the value of an annual membership. Increased OMRA membership means increased clout and influence when it comes to preserving our privileges and access! Please support this program and OMRA membership at every event and with your members. Membership inquiries can be sent to Kent Swick (krswick@omraoffroad.com).

A few rule updates should help ensure a greater level of sportsmanship and competitiveness. OMRA competition stickers, number plates, number assignments, fair competition or "anti-sandbagging" rules and the junior class designations to mention a few.

A special note on two new OMRA positions: Rider Representative, Reid Brown (rbrown@omraoffroad.com) a position focused on making sure we hear the words of our riders, and Youth Representative Chris Conway (cconway@omraoffroad.com) focused on building our youth programs and representation.

Clubs - Please make sure your OMRA web listing is accurate so our members, visiting members and affiliates can reach the right person in your organization. Contact Tom Niemela (tawmn@omraoffroad.com) to update your information.

A special note on the OMRA Quarterly Newsletter, we are always looking for a feature article on your organization or a member. Please submit your articles to Dan Jordan (dan@omraoffroad.com).

If any of OMRA actions do not seem to benefit your personal voice, we apologize, nothing we do is meant to cause difficulty. It is meant to do what is necessary to advocate for,

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MONKEY BUTT XC KIDZ

When I was asked to do a write up for the Kid's Ride at the Monkey Butt XC, I was not quite sure where to start. I mean, how do you do a write up on a muddy, rocky event from a kid's perspective? Did they have fun? Was it hard? Would you do it again?

And then it struck me, why not just ask one of the kids?

Now, I don't want anyone to see my bias as a proud parent, but you had better hang on to this newsletter, because the following interview may be the first for a future ISDE champ, or the 2022 WEC winner, or the 2023 Western Hare Scrambles points leader. Or, just an average kid who loves to ride with his Dad.

So, who knows, and here goes: I thought I would ask Zeke DeGeyter about the ride, who has racked up an impressive list of victories in his brief, but exciting 5 years of life, including 'swimming with motorcycles' at the 2010 Timber Mountain event, lapping his older sister at the 2009 Funky Chicken Kid's Run, and passing 'that one kid' at the land of mosquitoes, also known as the Monkey Butt Kidz XC fun run, 2010. Keep in mind that the Fun Run was just a ride, and not a race. But then, you try telling that to the kids. When asked about this particular event, which was strewn with rocks, ruts, and enough mud to swallow the average 50cc Yamaha, Zeke commented that the mud was squishy and sticky enough to keep him from getting hurt when he fell, so the



© Photo by Steve DeGeyter

conditions were perfect. He also stated that it was funny that Dad had to get muddy to pick up his bike. Zeke was off to a good start, maintaining the hole shot for the first 10 or so feet before being overtaken by big kids on larger bikes. It quickly became clear that the battle with another little bike was on, so Zeke put on his race face and worked to get around other riders, scaring the heck out of his escort rider. This back and forth battle raged for 3 of the 4 laps, with passing going on the whole time. Zeke says his stand up riding style makes it so that when a big bump is coming, you go right thru it and it is not so bumpy, but the muddy ruts make him go 'sideways'.

The two arched bridges over the flowing creeks posed a bit of challenge, requiring maximum effort to pick a line that required him to "think a lot to not hit the big ditch" on the downhill side, which could have swallowed him and his bike. When I asked Zeke about his near high-speed get off in the rocks right in front of the

EMT's, he said it was not easy to save it, but slowing down helped, using his new found technique of using the footbrake. Zeke was 100% concentration, which combined with his overwhelming speed (2nd gear, tapped), caused him to nearly take out the checkpoint workers, creating a bit of a stir when the checker had to chase him down to get his card punched. That boy just wanted to go! In the end another kid on a 70 walked away with the pee wee lead when Zeke threw a chain in the deep muddy rut.

All in all Zeke really enjoyed the ride, especially the little jumps, and the lack of mosquitoes (he says he only saw 4, apparently). Zeke would like to thank the promoters for challenging, but fun course, and is looking forward to riding again next year, when he plans on 'totally smoking' his Dad.

Steve DeGeyter



© Photo by Tom Niemela

OMRA LAND USE

As always, the OMRA has been very busy “protecting your right to ride!” We have been keeping a close eye on our state ATV funds, though there have been chinks in the armor from various directions of government.

You may already know that Oregon State Police were granted (not by the users!) an open checkbook to pull from our ATV funds at any time. You can thank our Governor. We have huge concerns over the long-term ramifications on that and are investigating ways to keep our ATV funds where they belong – on the ground.

There was also almost a half million dollars allotted (again not by the users!) for noxious weed control. We too are wondering why WE had to carry the burden on this, and how this got snuck through to pull from our funds.

There has been much trail work going on around the state also. Many, many hours have gone into trail rehab and maintenance in Hood River County and Tillamook County to name just a few areas. There has been much trail work in other locations throughout the state too, like Eastern and Southern Oregon. These trails don't just maintain themselves and it is a lot of work, however it is very rewarding knowing that you are giving back to your sport! In fact there was a second OMRA Trail Party on June 12 in Tillamook Forest, where a new reroute of Mad Dog Murphy's Pumpkin Patch Trail was accomplished! Thank you to all those who gave back and volunteered! This further greases the skids on our influence with the legislative and land-use process too! Stay tuned to the OMRA website for the next volunteer event!



The OMRA has also been slowly working on getting the acceptable sound limits lowered in Oregon to 96 decibels, down from 99. This is one of the biggest angles that the environmental extremists use against us, so lowering the sound is integral to future riding opportunities.

And on a big note, the OMRA is spearheading a new and improved process for directing state legislation. We are quite excited about this and, as an OMRA member; you will be part of the process. This process will be kept to an absolute minimum effort on your part where you may be contacted just a couple times a year to submit an email directly to your representative. All you will need to do is enter your name and submit it – too easy and VERY powerful!

-Tom Niemela

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protect, and further our sport and recreation for years to come.

We look forward to a great year of your partnership, membership and influence gaining the membership of your friends and fellow riders. Through YOU, we can be stronger!

I will see you in the trenches and on the trail!

Warmest Regards for the 2010-11 year.

Ed Ariniello
OMRA President

SHANE WATT'S DIRTWISE ACADEMY

At the Annual Banquet, the OMRA raffled off a free spot at Shane Watt's Dirtwise Academy (Thank you Shane for donating the spot)! I didn't win the raffle, but ended up going to the training with a buddy Lance Glavinski. We had watched some videos online and heard that the training was pretty tough but thought that was only for beginner riders. I couldn't have been further from the truth. We started the training Saturday morning with sign-up at 7:45 at Rock Hill ORV park out of Lebanon.

The first day consisted of learning effective braking, balance, clutch and throttle control. This may sound pretty mundane, but trust me when I say it isn't. For example, try riding down a straight away, locking your front wheel and applying power to the rear wheel at the same time while maintaining your speed.



© Photo by Keith Gienty

You can let off on the front brake only when the front end slides out enough that you lose control of the bike, at that point you can let off on the front brake, gain control, then re-enable, locking the front brake and repeat. Try doing this for 20 minutes and let me know how it works out. It really helps to teach you proper braking.

We ended the first day and if felt like I had ridden 120 miles when we had only gone 25 miles. I got back to the trailer and took two Advil faster than you can say “I'm in pain”. I could barely get the Advil cap off as my hands were too fatigued from holding the clutch and brake in all day. I felt really sorry for two guys that showed up with enduro bikes. One bike weighed in at 325 pounds. Neither one made it past lunch on the first day. I can only relate it to showing up to a shooting competition with a .338 Lapau and firing 300-400 rounds. You won't have much of a shoulder left by lunch time!

The second day Shane addressed cornering, wheelies, and hill climbs. I learned very quickly after flipping my bike four times that I wasn't nearly as good at wheelies as I thought. For example, try riding a wheelie from a stand still while not gaining any speed and let me know how many times you flip your bike?

The best part of the day was the hill climbs and the ride Shane took us on after we completed the training. Might I add how disgustingly fast he is. I can say with confidence to every OMRA member that Shane's school was the best money I have ever spent on dirt bike riding. He improved my confidence, speed and skill level in a mere two days of training. Although my body felt better after the Odessa 100 mile race in 2008, it was really worth it and I highly recommend the course to every rider out there.

You can find out more at www.shanewatts.com and thanks again Shane for donating a spot at your training class to the Oregon Motorcycle Riders Association.

Keith Gienty





© Photo by James Harris

ROAD TRIP!!

Mid March, Dan Jordan, three of his sons, my cousin, and I loaded up in Dan's motor home to embark on an adventure, seeking dryer weather to ride in for a week. Our destination was set for southern Utah. We left late Thursday night and drove straight for 18 hours (thanks to energy drinks, candy, sunflower seeds and lots of horrible out of tune singing) we arrived at our first destination - Cainville, Utah.

Cainville is a giant play area which offers a variety of riding, but mostly famous for a giant free-style, big, airy play area with some incredible hill climbs. We made this trip a couple of years ago and we were anxious to ride here again. On our first day we played in the free riding area. We tested out our GoPro helmet cams on the hill climbs, such as Monster Hill. Monster Hill makes the infamous Back-to-Back in the Tillamook Forest look easy. Dan successfully conquered the hill while the rest of us decided to save ourselves and bikes for the rest of our riding trip (we were chicken).

Day 2 in Cainville; we decided to venture off on some seriously intense single track trails out to Factory Butte. The single track riding out here is like no other single track I have ever ridden on. They start out pretty simple, but the trails get narrower and narrower as they go along the tops of miles and miles of ridgebacks. To our great disappointment, we found that the hundreds of miles of single track trails have been closed due to environmental protection and studies. With some of the coolest single track closed, all that is left in Cainville (that we didn't do on day one), is a small area fenced off with no real trails, just some free riding. To compare, it would be like once having had all of the Tillamook Burn area to ride in and now all that is left would be Sand Lake. It was disappointing to say the least.

Due to the smaller area to ride, we decided to leave the riding area a few days early and head to our next destination, Moab, Utah.

Moab is just a 2-3 hour drive from Cainville and offers an array of different types of riding. Moab

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offers jeep trails, quad trails, and some incredible single track with rocky sections, slick rocks, sand, and dirt. We even found snow!!

On the first day, we took off on a sweet ride planned to be about 50 miles. About 3/4 through the ride Dan kicked up a rock that decided to go right through my right radiator. I couldn't believe it, a small rock about a half of an inch got kicked up by Dan's rear tire and put my bike out of commission.

I thought, "What crappy luck." Now what do I do? Am I left to be the camp maid for the majority of the trip, 18 hours away from home to go riding in some of the greatest off road riding area and I am dead in the water? I didn't give up! I went into town to the local bike shop and of course there is no radiator to be had. I spent the entire day calling shop after shop with no luck, I couldn't find a radiator. I tried some of the largest KTM parts suppliers in the country. I had this crazy thought to call back home to one of our local shops (KTM of Gresham) and sure enough they had one. One of the only shops to have one in stock. I called them at 11 am and they had it in the mail to me the next day. By 10 am, it was on the bike and back to experience some of the best single track trails I have ever been one.



© Photo by Dan Jordan



© Photo by Dan Jordan

So as summer comes and goes, and fall and winter set in, and you are looking for a great dry place to ride in the spring, think about Moab. There is a variety of riding with some great maps and descriptions of trails and conditions. Beyond dirt bike riding, Moab has a gamut of outdoor activities such as hiking, rock climbing, mountain biking, and Native American history with some amazing petroglyphs. I would highly recommend it.

James Merritt

SHOP SPOT LIGHT

My jobs at Pro Caliber Motorsports is Promotions/Sales. I am very excited about getting the word out that we are hosting a Rider Support Open House at the Vancouver location June 26th from 5-8 pm. We are inviting all the clubs, tracks, riders, and racers to the 1st annual party to hand out information and find out the details on the Team Pro Caliber rider support program. Free food, music, and prizes - a must attend event.

Some of the highlights are, I will be getting you the racer deals for your bikes and quads. With three stores to draw from I will have every brand available for sale. Pro Caliber has the best tire prices in the NW. Two free Play Days a year. Gear deals, trackside rider support trailer at some events, T-shirt, hat, and stickers at the time you sign up for the program. Special pricing on parts and accessories with the rider support program. Buyer referral \$\$\$. Lots more to be announced at the Open House June 26th . We will be giving away lots of stuff!!! Big-screen TV, gear and helmets start the excitement. Also a new track will be announced and the owner will be attending this party. So please come by and say "Hi" to me at the friendlier Pro Caliber under new management.

Please let me know about any events that we need to help with. Pro Caliber is excited about the opportunity to work with your club to make our stores work for you. We are working towards making sure our stores meet the needs of your club members, making them customers for life. ☺

Other events you can see me at:

- 6/19 Washougal Pro 1st Annual Old School Party BBQ 4-7 pm
- 6/22 Mt View KTM Demo Days (Call me if you are interested in the KTM 350)
- 6/26 Open House Vancouver PRO CALIBER 5-8 pm
- 7/23 Autograph Party at Vancouver PRO CALIBER (more information to follow)
- 8/4-7 Dunefest Fun in the Sun activity area. Grand Prix, Side X Side Racing, Motocross fun.
- 8/11 Clark County Arenacross Freestyle at Clark County Fair show 2-7 pm
- 8/12 Clark County Quad Racing Freestyle at Clark County Fair show 2-7 pm

Elaine Derrick
Team Pro Caliber Motorsports