



OREGON MOTORCYCLE RIDERS ASSOCIATION, INC.
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OMRA QUARTERLY NEWSLETTER SUMMER/FALL 2011

SINCE 1972

Protecting Your Right to Ride!



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Dear OMRA Members & Rider Community

First off, in these times we want to thank you for all of your great support, advocacy and membership. It is only through you, and for you, that the OMRA can effectively protect our rights, privileges, interests and recreational love! THANK YOU!

Yes, these have been uncertain and difficult times. Yes, it is hard to stay focused on what is important to us and our children's future. Never mind, take care of the basics for our families. Some of us have had major life-changing experiences due to or even outside of this wild economic time. There is no doubt, we all are resilient and will prevail!

While so much is keeping us from taking the time to enjoy our loves and hobbies, I encourage you to take time, assess your priorities and make that time. The world is not moving that fast that you can not take time for yourself.

The OMRA and its team of volunteers have been hard at work keeping a focus on you and your sport. We've been active in the legislature, committees, state agencies, OHV movements, planning processes and working to make the OMRA better for you towards the end of this year and into next.

The Legislative arm has been involved and partnering in ATV committee movement, legislative bills, Oregon Parks partnership actions, pulling the pros and cons of rider fit for motorcycles together potentially for the 2013 session, supporting the needs of the Youth Safety Education Program (YSEP), team and building our statewide representation and coverage.

Know someone who loves these things, have them contact Dave or Jared.

Membership is suffering from the same setback many of you are. In surveying so many other organizations, it's hard to believe that the \$15 OMRA membership that is totally focused on you, is harder to make that so many of the 25-100 membership people are maintaining. We need you, past members and new member support like never before! We need the numbers in support and we need the financial support to keep the wheels turning on issues throughout the state. Imagine a group near your favorite area needing help to fight off the anti-OHV influence and the OMRA not being able to help? That is what scares me. Imagine the influence when the OMRA says it and all its numbers represent you and your family - NOW THAT IS POWERFUL. All that with a simple OMRA membership!

Events and competition are moving right along. Many clubs and events are seeing lower turnout to events. I encourage you to spread the word to get out and have some fun. If for no other reasons than to RIDE, to SPEND TIME with FAMILY & FRIENDS and to SUPPORT YOUR SPORT AND THOSE THAT KEEP THE OHV SPORT ALIVE! you may have to choose wisely, you may only make one or two, but that and your membership MAKE A DIFFERENCE!

The youth movement is on the move! Through our awesome partnership with ETRA, the OMRA & ETRA have gained approval to take on, implement and manage

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Dear OMRA Members & Rider
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the YSEP for the State of Oregon! This is tremendous! Thanks to the work of ETRA, Jared Achepohl, Dave Beede and the leaders of every club in the state, the OMRA Youth Safety Committee is in a great position to lead the OHV community, the nation, in youth safety! The kick off happened at the State Fair.

Lots is going on behind the scene, maybe in your backyard... Lots is going on that will make your next outdoor experience great or a disappointment; Trail work volunteers needed! OMRA Legislative Poker Run volunteers needed! Committee members needed! Marketing team needed, Interns needed - Easy level of commitment, Easy number of hours, low pay, hard work, lots of riding, fun, friendship and reward!

An hour a month, a few hours a quarter, even a few hours a year.

Protect your right to ride!

JOIN THE OMRA TEAM NOW!

Contact Ed via email: ed.ariniello@omraoffroad.com with what your

can help with and we will plug you in!

Ed Ariniello
 OMRA President



YOUTH COORDINATOR

Hello, I'm Chris Conway, the Youth Coordinator for the 2010 and 2011 season. I'm here for the youth, I'm the voice to call out on behalf of the JR riders. If you have any questions or want to say what you would like to see, just contact me and I will do everything in my power to make a difference. Our JR riders are our next generation riders and our future AA riders. Here at OMRA we want them to have fun in what they do.



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THE 2011 OMRA LEGISLATIVE BENEFIT POKER RUN

On August 27, the OMRA had the annual Benefit Poker Run and it was a fun one! This year it was again staged in Diamond Mill in the beautiful Tillamook State Forest. There were two courses: easy and advanced. The easy course was open to dirt bikes and ATVs, where the advanced was only for bikes. Setting up an easy course in the Diamond Mill area is no easy feat, but a good one was created that included classic sections like Mike's Trail, Old Cedar Creek Trail, Deer Fence Trail and was around 25 miles in length.

The advanced course really put the challenge onto the more-skilled

riders, as it included such technical trails like Mongo's Canyon, Wolf Paw, Frankenstein, Diamond Mill Bypass, Truck Dent, and Cedar Jones Trails among others and was about 35 miles in length. At the last minute, the newly modified Truck Dent section was added at the request of ODF's manager, and it was a doozy! It may have been only about 1/8 mile in length, but was basically a trials/endurocross section recently made for the 4WD crowd.

At the end of the sunny day, there were killer prizes for everyone, in fact, those that stuck around ended up with two trips to the prize

tables! Huge thanks to the event sponsors of Beaverton Honda, Hillsboro Motorsports, and D&S Cycle. Thanks also to the people that really stepped up to help with things: Dave Hiatt from Oregon Department of Forestry, Donna Danies, Dan and Max Harte, Grant Erickson, Walt Koch, Barrett & Reid Brown, Jim & Chris Conway, Dan Jr. & James Jordan, Ed & Matt Ariniello and Gordon Lawrence!

See you all next year and we plan on making it even bigger!

Tom Niemela



young riders for the past 30 years, and Kirk "Hardtail" Willard, president of the Motorcycle Riders Foundation.

"I want to extend a very special thanks to Malcolm Smith, a member of the Motorcycle Hall of Fame, who brought a lot of attention to the unfairness of the lead law when he hosted a media event at Malcolm Smith Motorsports and sold some youth OHVs as a symbolic gesture to protest the law," Dingman said.

The AMA has been at the forefront of the fight to exclude child-sized motorcycles and ATVs from the CPSIA since early 2009. The association has participated in news events to focus media attention

on the issue, lobbied on Capitol Hill, and organized campaigns to encourage riders and parents to contact their federal lawmakers and key decision-makers to exempt kids' OHVs from the CPSIA.

As a result, every single member of Congress, as well as members of the Consumer Product Safety Commission (CPSC), has received powerful statements from members of the AMA and ATVA.

The AMA magnified these efforts through its "Kids Just Want to Ride" campaign. To read more of what the AMA has done in its efforts to exempt kids' OHVs from the CPSIA, go to <http://www.americanmotorcyclist.com/Rights/KeepKidMotorcyclesAndATVsLegal.aspx>.

Aimed at children's toys, the CPSIA ensnared kids' dirtbikes and ATVs because trace levels of lead can be found in parts such as batteries and brake calipers. Other children's products were also affected by the CPSIA, such as books, clothes and microscopes.

The CPSC, which is responsible for implementing the CPSIA, delayed enforcement of certain parts of the law until the end of this year, granting a reprieve for child-sized dirtbikes and ATVs. That gave those concerned about the law time to change it before the reprieve ended.

Every newsletter will have a word from the youth. This newsletter comment comes from a JR Expert rider by the name of Eli Stepper out of Yamhill Oregon:

".....I enjoyed racing at Swamp Creek a lot and at Eddieville. They were the best races so far....."

If you have anything to say or want to see what's happening with the JR riders, just contact me at cconway@omraoffroad.com.

Chris Conway
Youth Coordinator



As most of us are aware, the State of Oregon has mandated that all OHV users go through an online ATV Safety Course that Oregon Parks and Recreation Department (OPRD) has developed in order for us to safely ride on public lands. The State has gone further in its efforts to educate and promote safe, smart and ethical riders in our State by requiring youth from the age of seven through the age of fifteen to participate in a Hands-On evaluation course. OAR 736-004-0120 establishes minimum training standards of which the OMRA YSEP is based. If you would like to



understand the administrative rule I would encourage you go the State web site and read the rule.

OMRA has partnered with the OPRD in beginning to evaluate youth to obtain certification so they can ride on publiclands in Oregon. The OMRA Youth Safety Evaluation Program (YSEP) will only evaluate Class III (Motorcycle) youth operators from six years of age through youth fifteen years of age. This program is just beginning and will evolve into a full blown state wide program over the course of this next year, with the official rollout scheduled for May of 2012. OMRA has developed this evaluation program which will be known as OMRA YSEP.

Those of us involved in the development and implementation of this program feel very strongly that this should be program by riders for riders, which is why we petitioned OPRD to give us the opportunity to conduct these evaluations. OPRD agreed with us on this and is wholly supporting OMRA's venture into assisting with evaluating youth. OMRA is the only not-for-profit organization conducting Class III evaluations and the monies generated will go back to supporting our sport and fighting the good fight to keep lands and access open for us all.

For any skeptics out there who think if we did nothing this program might die. Well... that's not how it

would have worked out. The State had already lined out plans to work with for profit entities to take this on which would have been at a much higher cost than what OMRA's cost is estimated to be to maintain this program. This would have translated into either increased costs to Oregon families or have a higher impact to the ATV budget. Other programs would not have been as tailored to our needs as the program that OMRA developed. So it's a good thing and the right thing for us to do. It's absolutely the best possible outcome for the citizen riders of Oregon.

OMRA YSEP is very exciting and is involving many of the OMRA member clubs who are currently in the process of becoming certified OMRA YSEP evaluators, with more to come on board as this program matures overtime. As we're still very early in this process we are also very anxious to get youth certified as quickly as we can. We encourage you to bring your kids to these evaluations to take part with us in getting this program off the ground. The cost of the program is \$65.00 per participant, the ATV fund is going to provide a \$45.00 per participant subsidy to reduce to cost to Oregon residents to \$20.00.

Current estimates are that 35,000 Oregon youth currently need to go through Hands On certification. It is estimated that after the bulk of youth have been certified, OPRD



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estimates there will around 5000 youth per year that will need to go through Hands On certification on a ongoing basis.

OMRA YSEP conducted three evaluation seminars at the Oregon State Fair. At the State Fair it was exciting to bring in our first three evaluating groups. Two are OMRA member clubs, the Applegate Rough Riders in the Salem area and the Motorcycle Riders Association in Medford. These are two great groups of people that have fully embraced this being a program of riders, by riders and for riders. We have also brought on the Morrow County OHV park personnel so they can begin conducting evaluations up in Morrow County. MRA has their first evaluation scheduled for October 15th and this will be the final step of them becoming an OMRA YSEP evaluating club. Morrow County has their first evaluation scheduled for September 24 and this will be their final step in becoming an OMRA YSEP certified evaluation group. Emerald Trail Riders Association (ETRA) has been certified to

evaluate youth since March of this year. So we're up to four groups plus OMRA YSEP staff with the ability to put on OMRA Youth Safety Evaluations. It is our intent to have the majority of Oregon covered with OMRA member clubs wishing to get involved with this program.

More information about these scheduled evaluations can be found at the OPRD ATV locator web site. We have a link to this site at www.omraoffroad.com, click on the Youth Safety Evaluation button and there we have additional information about OMRA YSEP and a link to the ATV locator web site. If anyone out there reading this would like additional information about getting involved you can be the program safety coordinator at: youtheducation@omraoffroad.com. More to come soon as we're hustling to get this OMRA YSEP off the ground and getting the youth of Oregon certified to ride on our public lands.

David Beede
OMRA YSEP Coordinator



OBAMA SIGNS LEAD LAW-EXEMPTION BILL FOR KIDS' OFF-HIGHWAY VEHICLES



PICKERINGTON, Ohio – In a victory for families who enjoy responsible motorized recreation, President Barack Obama has signed into law a bill to allow the sale of kids' off-highway vehicles (OHVs) to continue, the American Motorcyclist Association (AMA) reports.

On Aug. 12, Obama signed into law H.R. 2715, introduced by Reps. Mary Bono Mack (R-Calif.) and G.K. Butterfield (D-N.C.). The measure exempts kids' OHVs from the Consumer Product Safety Improvement Act (CPSIA) of 2008, known as the lead law.

The CPSIA, which went into effect on Feb. 10, 2009, banned the making, importing, distributing or selling of any product intended for children 12 and under, including kids' dirtbikes and all-terrain vehicles (ATVs), that contained more than a specified amount of lead in any accessible part that might be ingested.

H.R. 2715 cleared the House by a 421-2 vote on Aug. 1 just before lawmakers went into their summer recess, and earned Senate approval by unanimous consent the same day.

The new law is a victory that is the result of nearly three years of intensive efforts by the AMA and its partner organization, the All-Terrain Vehicle Association (ATVA), their members and millions of advocates of responsible OHV recreation.

"Federal legislators deserve a lot of thanks for their tireless efforts, especially U.S. Rep. Denny Rehberg (R-Mont.), U.S. Sen. Amy Klobuchar (D-Minn.) and all the other lawmakers who supported an exemption," said AMA President and CEO Rob Dingman. "Hundreds of thousands of parents, kids and motorcycling club members responded to AMA calls for action to contact their elected officials and their efforts, along with all those volunteers who circulated petitions and took other actions, brought this issue to the attention of Congress and turned the tide in our favor.

"I'm sure that those letters, emails and telephone calls to Congress had a major impact in convincing lawmakers to exempt OHVs from the lead law," Dingman said. "I'm also convinced that the AMA Family Capitol Hill Climb held on May 26 played a major role, since it put a human face on the issue by

showing lawmakers the kids and families who are suffering because of the CPSIA.

"I want to thank Racer X magazine, Dublin Gap Motocross Park, Mason Dixon Riding Association 6 and 7, Tomahawk MX Park, the Middle Atlantic Motocross Association, Budds Creek Motocross Park, High Point Raceway, and advocates such as the Yentzer family and Moto-Patriot Nancy Sabater, who brought youngsters to Washington, D.C., for the AMA Family Capitol Hill Climb to lobby their lawmakers," he said.

Dingman also thanked other organizations and individuals that worked diligently on the effort, including the Motorcycle Industry Council and Specialty Vehicle Institute of America, which represent the motorcycle and ATV industries; the motorcycle enthusiast and trade media; Sean Hilbert, president of Cobra Motorcycles, which makes kids' dirtbikes; the Coombs family and Tim Cotter of MX Sports, which has conducted the famed AMA Amateur National Motocross Championship featuring thousands of promising